TH-57 AIRCRAFT MAINTENANCE

AND

CONTRACTOR LOGISTICS SUPPORT (CLS)

PERFORMANCE WORK STATEMENT (PWS)

6 August 2019

TH-57 AIRCRAFT MAINTENANCE AND CLS PERFORMANCEWORKSTATEMENT

TABLE OF CONTENTS

Table of Contents

I - INTRODUCTION

1.0 The Department of the Navy (DoN) Program Executive Officer (Tactical Aircraft) (PEO(T)) PMA-273 Naval Undergraduate Flight Training Systems, and Chief of Naval Air Training (CNATRA) Command require contractor services, supplies and tasks for the maintenance and logistics support of the United States Navy (USN) TH-57B / TH-57C and any follow on TH-57 series (TH-57, unless necessary to delineate, hereafter) aircraft programs.

Throughout the entirety of this Performance Work Statement (PWS), the aircraft maintenance and Contractor Logistics Support (CLS) Contractor will be otherwise known and referred to as "Contractor." Acronyms and definitions of many terms can be found at sections XI and XII, respectively.

II – BACKGROUND

2.0 The TH-57B and TH-57C aircraft were purchased by the Navy between 1981 and 1985 as the Navy's helicopter training platform.

2.1 The mission of the TH-57 aircraft is to provide primary and advanced flight training for student rotary wing aviators and intermediate training for tilt rotor students. The primary flight syllabus teaches the fundamentals of helicopter flight including day/night familiarization and navigation. The advanced syllabus includes tactics, instruments, Shipboard, Search and Rescue Operations, and Night Vision Device Operations.

2.2 The TH-57 is a five-seat aircraft designed and manufactured by Bell Helicopter Textron, Inc. with a turbo shaft 250-C20 engine manufactured by Rolls-Royce. The TH-57 is commercially known as the "Bell Jet Ranger."

2.3 Approximately 118 TH-57 aircraft are based at Naval Air Station Whiting Field, Florida (NASWF), and two TH-57 aircraft are based at Naval Air Station (NAS) Patuxent River, Maryland. The Government reserves the right to increase or decrease the aircraft inventory under this contract to meet the Navy's Mission.

2.4 The aircraft are maintained in accordance with (IAW) the Federal Aviation Administration (FAA) approved Original Equipment Manufacturer (OEM) maintenance manuals and approved Navy Maintenance Publications when there is a conflict, Government manuals take precedence over OEM manuals.

III - SCOPE

3.0 The Contractor shall provide all logistics support services including labor, services, equipment, tools, direct and indirect materiel (unless otherwise delineated in this contract) required to support and maintain all Navy TH-57 aircraft, aircraft systems, and related support equipment located at NASWF and manage all TH-57 parts and material at NASWF and the satellite site at NAS Patuxent River, MD. In addition, the Contractor shall provide sufficient flight crew members (Functional Check Flight pilots and qualified observers qualified IAW M-3710.7 to support the flight operations scheduled and ordered by the Government.

3.1 The support concept for this effort is CLS at the Organizational (O) and Depot (D) levels. Maintenance for Support Equipment (SE) will be done at the O, Intermediate (I), and D levels. The Contractor shall be responsible for providing maintenance, logistics, and technical support for the TH-57 aircraft and associated equipment in order to meet the Daily Flight Schedule (DFS) as detailed in Section 5.4 of this PWS. The Contractor shall perform all O-Level, on-aircraft, and engine related maintenance IAW the Applicable Documents noted herein. NOTE: The Government will provide Ready For Issue (RFI) engines to the Contractor under a stand-alone engine support contract. The Contractor support shall provide support in the following functional categories:

- Aircraft Maintenance
- Property Management
- Quality Assurance
- Conditional Maintenance
- Engineering Support Services
- Satellite Site Support
- Aircraft familiarization/cross-country servicing and securing training
- Maintenance familiarization & orientation training for instructor pilots and student naval aviators.

IV– APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS

4.0 The contractor shall perform in accordance with the following documents to the extent specified in the PWS and attached appendices.

Document #	Title
National Standards	
ANSI/NCSL Z540-3-2006	Requirements for the Calibration of Measuring and Test Equipment
SAE-AS50881	Wiring Aerospace Vehicle Aerospace Standard
SAE-AS81714	Terminal Junction System Aerospace Standard
SAE-AS81824	Splice Aerospace Standard
Commercial Standards	
Aerospace Standard (AS) 9110 REV C	Quality Management Systems – Requirements for Aviation Maintenance Organizations
Navy Standards	
NAVSUP P-722	Consolidated Hazardous Material Reutilization and Inventory Management Program (CHRIMP)

Federal Regulations	
FED-STD-313	Federal Standard Material Safety Data, Transportation Data and Disposal Data for Hazardous Materials Furnished to Government Activities
JTR	Joint Travel Regulations
Title 14 CFR Part 145	Aeronautics & Space - Repair Stations
Title 14 CFR Part 27	Airworthiness Standards: Normal Category Rotorcraft
Title 14 CFR Part 29	Airworthiness Standards: Transport Category Rotorcraft
Title 14 CFR Part 43	Aeronautics & Space - Maintenance, and Alteration Preventative Maintenance, Rebuilding
Title 14 CFR Part 91	Airplane Flight Recorder Specifications
Title 29 CFR 1910.1200	Labor - Occupational Safety and Health Standard
Title 49 CFR 173	General Requirements for Shipments and Packaging
DoD Instructions	
CNRSEINST 4101.1	Navy Region Southeast Energy Management Program
COMTRAWINGFIVEINST 3140.2J	Destructive Weather Bill
COMTRAWINGFIVEINST 3140.1V	Aircraft Hurricane Evacuation Plan
DOD 4145.19-R-1	Storage and Materials Handling
DCMA-INST 1201	Corrective Action Process
DOD 5220.22M	National Industrial Security Program Operating Manual
DODD 5440.11	DOD Privacy Program
DODD 8500.01E	Information Assurance
DoDI 4140.01, Volumes 1-11	DoD Supply Chain Material Management Procedures
DoDI 4160.21.M	Defense Material Disposal Manual
DoDI 4161.2	Management, Control and Disposal of Government Property in the Possession of Contractors

DoDI 4715.6	Environmental Compliance
DoDI 5000.64	Accountability and Management of DoD Owned Equipment and Other Accountable Property
DoDI 5507.07	Standards of Conduct
DoDI 5015.02	Records Management
DODI 6055.04	DoD Traffic Safety Program
DoDI 8320.03	Unique Identification (UID) Standards for a Net-Centric Department of Defense
DoDI 8320.04	Item Unique Identification (IUID) Standards for Tangible Personal Property
DODI 8500, DODI 8510	DoD Information Assurance Certification and Accreditation Process (DIACAP)
DODI 8520.02	Public Key Infrastructure (PKI) and Public Key (PK) Enabling
DODM 5000.04-M-1	Cost and Software Data Reporting (CSDR) Manual
Maintenance & Recharge Service Manual No. 05604	Hand Portable Halon 1211 Fire Extinguishers
MIL-STD-129	Military Marking for Shipment and Storage
MIL-STD-130N	DoD Standard Practice Identification Marking of U.S. Military Property
MIL-STD-2073-1	Standard Practice for Military Packaging
MIL-STD-2161C(AS)	Paint Schemes and Exterior Markings for U.S. Navy and Marine Corps Aircraft
MIL-STD-464	Electromagnetic Environmental Effects Requirements for Systems
MIL-STD-765 A	Military Standard Compass Swinging Aircraft General Requirements (27 DEC 1996)
Navy Instruction	
COMNAVAIRFORINST 4790.2 Series	Naval Aviation Maintenance Program (NAMP)
CNATRAINST 11130.2J	Aircraft Grounding Points Requirements

CNATRAINST 13011.1F	Daily Aircraft Readiness Status Reporting
CNATRAINST 13650.1 series	Naval Air Systems Command Aircraft Maintenance Material Readiness List Program
CNATRAINST 13680.1F	Procedures for Naval Air Training Command Support
CNATRAINST 3140.4X	Aircraft Hurricane Evacuation (HUREVAC)
CNATRAINST 3700.2	Procedures for Procurement of Petroleum, Oil, Lubricants, Materials, and Services for Aircraft on Extended Flights
CNATRAINST 3750.23M	Naval Air Training Command Aircraft Mishap ALL and Hazard Reporting
CNATRAINST 4355.4B	CNATRA Guidance for conducting Surveillance of Contract Maintenance and Services
CNATRAINST 4614.1U	Uniform Material Movement and Issue Priority System
CNATRAINST 4790.15	Procedures for Authorization of Safe for Flight Certification
CNATRAINST 4790.28D	Electrostatic Discharge Damage Control/Protection Program
CNATRAINST 5239.3	CHIEF OF NAVAL AIR TRAINING COMMAND CYBERSECURITY PROGRAM
CNATRAINST 5442.8E	Maintenance Contractor OPNAV XRAY Reporting and Engine Transaction Reporting Procedures
COMNAVAIRFORINST 13650.3B	Aircraft Maintenance Material Readiness List Program
COMNAVAIRFORINST 4415.1	Series Supply Operations
COMTRAWINGFIVEINST 3710.8S	Training Air Wing 5 Rotary-Wing Operating Procedures Manual
DCMAINST 8210.1C Change 1	Contractor’s Flight and Ground Operations
N/A	Mission Essential Sub-System Matrix
NASWFINST 11015.1	Natural Resource Management
NASWFINST 3140.1D	Aircraft Hurricane Evacuation Plan

NASWFINST 3750.3 series	Support Equipment Operator Certification/License
NASWFINST 3750.3 series	Control of Vehicle and Pedestrian Airfield Areas
NASWFINST 5090.2A	Hazardous Waste Management Plan, NAS Whiting Field, September 2011
NASWFINST 5090.2A	Pollution Prevention Plan
NAVAIR 00-25-100	Naval Air Systems Command Technical Manual Program Reference
NAVAIR 00-25-300	Naval Air Systems Command Technical Directives System
NAVAIR 00-80T-1	Aircraft Safety Engineering Accident Investigation Guide
NAVAIR 01-H57BC-1	Naval Air Training and Operating Procedures Standardization (NATOPS)
NAVSUP Pub 409	MILSTRIP/MILSTRAP Manual
NAVSUP Pub 485	Naval Supply Procedures Volume III Ashore Supply
OPNAV Form 4790/141	Aircraft Inspection and Acceptance Record
CNAF M-3710.7	NATOPS General Flight and Operating Instructions
OPNAVINST 3960.16	Navy Test, Measurement, and Diagnostic Equipment (TMDE), Automatic Test Systems (ATS), and Metrology and Calibration (METCAL)
OPNAVINST 5090.1C Appendices	Environmental Readiness Program Manual
OPNAVINST 5239.1C	Navy Information Assurance (IA) Program
OPNAVINST 8023.24 Series	Navy Personnel Ammunition and Explosives Handling Qualification and Certification Program
SECNAVINST 4440.33	Operating Materials and Supplies Accountability and Management
SECNAVINST 4440.34	Implementation of Item Unique Identification Within the Department of the Navy
SECNAVINST 5239.3B	Department of the Navy Information Assurance Policy

Manufacturer/ Vendor Document	
BHT-206A/B/L-SERIES-CR&O	Bell Helicopter Component Repair and Overhaul Manual
BHT-206A/B-SERIES-MM	Bell Helicopter Maintenance Manual
BHT-206-SRM-1	Bell Helicopter Structural Repair Manual
BHT-ALL-SPM	Bell Helicopter Standard Practices Manual
BHT-ELEC-SPM	Bell Helicopter Electrical Standard Practice Manual
BPS 4357	Bell Helicopter Process Specification Removal of Organic Finishes
CSSD-PSE-001	Bell Helicopter Chafing Control Guide
CSSD-PSE-87-001	Bell Helicopter Corrosion Control Guide
Rolls-Royce 10W2	M250-C20 Series Operation and Maintenance Manual
Rolls-Royce 10W3	M250-C20 Series Overhaul Manual
Rolls-Royce 10W4	M250-C20 Series Illustrated Parts Catalog
Navy Manuals & Regulations	
CNIC M-BASH	Commander Navy Installations Command (CNIC) Bird/Animal Aircraft Strike Hazard (BASH) Manual
NA 01-1A-1	General Manual for Structural Repairs
NA 01-1A-16	Nondestructive Inspections Manual
NA 01-1A-17	Aviation Hydraulics Maintenance Manual
NA 01-1A-20	Aviation Hose and Tube Maintenance Manual
NA 01-1A-21	General Composite Repair Manual
NA 01-1A-35	Aircraft Fuel Cells and Tanks Manual
NA 01-1A-503	Aeronautical Antifriction Bearings Maintenance Manual
NA 01-1A-505-1	Aircraft Electric and Electronic Wiring Installation and Repair Practices, Volume I

NA 01-1A-505-2	Aircraft Circular Electronic Connectors and Accessories Installation and Repair Practices, Volume II
NA 01-1A-505-3	Aircraft Rectangular Electronic Connectors and Accessories Installation and Repair Practices, Volume III
NA 01-1A-505-4	Aircraft Cabling Installation and Repair Practices, Volume VI
NA 01-1A-8	Aircraft and Missile Repair Structural Hardware Manual
NA 01-1A-9	Aircraft Repair Aerospace Metals Manual
NA A1-H57BC-IPB-401	TH-57B/C Illustrated Parts Breakdown
NA A1-H57BC-MRC-000	TH-57B/C Periodic Maintenance Information Cards
NA-A1-H57BC-MRC-100	TH-57B/C Turnaround Checklist
NA-A1-H57BC-MRC-300	TH-57 Daily Inspection
NA-A1-H57BC-MRC-350	TH-57 B/C Conditional Preservation Inspection
NA A1-H57BC-MRC-400	TH-57B/C Phased Maintenance Requirements Cards
NA A1-H57BC-MSM-000	TH-57B/C Maintenance Supplement Manual
NA A1-H57BC-WDM-000	TH-57B/C Wiring Diagram Manual
NA15-01-500	Preservation of Naval Aircraft
NAVAIR 00-80T-109	Aircraft Refueling NATOPS Manual
NAVAIR 00-80T-96	U.S. Navy Support Equipment Common Basic Handling & Safety Manual
NAVAIR 01-1A-509	Technical Manual: Cleaning and Corrosion Control (Volume I) Corrosion Program and Corrosion Theory
NAVAIR 01-1A-509-1	Cleaning and Corrosion Control Volume I - Corrosion Program and Corrosion Theory
NAVAIR 01-1A-509-2	Cleaning and Corrosion Control Volume II - Aircraft

NAVAIR 01-1A-509-3	Cleaning and Corrosion Control Volume III - Avionics and Electronics
NAVAIR 01-1A-509-4	Cleaning and Corrosion Control Volume IV - Consumable Materials and Equipment for Aircraft and Avionics
NAVAIR 01-1A-509-5	Cleaning and Corrosion Control Volume V - Consumable Materials and Equipment for Avionics
NAVAIR 01-1B-40	Weight and Balance Data
NAVAIR 01-1B-50	USN/USMC Aircraft Weight and Balance Control
NAVAIR 13-1-6 series	Aviation Aircrew Equipment Manuals
NAVAIR 13-1-6.7-2	Aircrew Personal Protective Equipment (Clothing)
NAVAIR 13-1-6.7-3	Aircrew Personal Protective Equipment (Helmets and Masks)
NAVAIR 13-1-6.7-4	Aircrew Personal Protective Equipment (Survival Vest and Aircrew Protective Armor Assemblies)
NAVAIR 15-01-500	Preservation of Naval Aircraft
NAVAIR 16-30PRC90-2	Organizational and Intermediate Maintenance with Illustrated Parts Breakdown, Radio Sets AN/PRC-90 and AN/PRC-90-2
NAVAIR 16-35AVS9-3	Intermediate Maintenance Manual with Illustrated Parts Breakdown Image Intensifier Set, Night Vision Type AN/AVS-9(V)
NAVAIR 16-35AVS9-4	Technical Manual Operator's and Organizational Maintenance Manual Image Intensifier Set, Night Vision, Type AN/AVS-9(V)
NAVAIR 17-1-114.1	Inspection and Proof load Testing of Lifting Slings for Aircraft and Related Components
NAVAIRINST 13640.1	Naval Aviation Metrology and Calibration Program

NAVAIRINST 13700.15E	Decision Knowledge Programming for Logistics Analysis and Technical Evaluation Engine/Propulsion Module Management
NAVAIRINST 3710.1F	Contractors Flight and Ground Operations
NAVSEA OP5	Ammunition and Explosives Ashore Safety Regulations for Handling, Storing, Production, Renovation and Shipping
NAVAIRINST 13650.1D	Aircraft Maintenance Material Readiness List (AMMRL) Program Coordination Meeting
NAVSUP Publication 505	Preparing Hazardous Materials for Military Air Shipments
Other	
ASTM-D3951	Commercial Packaging and Packing
Engineering Data	
JX57DD00108	TH-57B/C External Decals
JX57DD00184	TH-57B/C Internal Decals
JX57DI00105	TH-57B/C Exterior Paint and Marking Installation
JX57DI00109	TH-57B/C Internal Paint and Marking Installation
LES/JX TH57-0001	Standard Structural Repairs for TH-57 Rotorcraft Local Engineering Specification
LES/JX TH57-0002	Fabrication Instructions for Various Sheet Metal Components Local Engineering Specification
TH-57B/C ACI Specification	Aircraft Conditional Inspection U.S. Navy Model TH-57B/C
ECP-TH-57-7003J AFC-43	TH-57B AVIONICS UPGRADE INSTALLATION DATA PACKAGE
ECP-TH-57-7003J AFC-44	TH-57C AVIONICS UPGRADE INSTALLATION DATA PACKAGE
ECP-TH-57-7003J TH-57B	Avionics Upgrade Engineering Data Package
ECP-TH-57-7003J TH-57C	Avionics Upgrade Engineering Data Package

V- PERFORMANCE REQUIREMENTS

5.0 Operational Requirements Support

5.0.1 The Contractor shall perform a Flight Operations Program IAW BHT-206A/B-SERIES-MM and the Government provided supplemental maintenance manuals. The Contractor shall provide all logistics support services including labor, equipment, tools, and materiel (unless otherwise delineated in this contract) required to support and maintain all Navy TH-57 aircraft, aircraft systems, and related support equipment located at NASWF and manage all TH-57 parts and material at NASWF and the satellite site at NAS Patuxent River, MD.

5.0.2 The Contractor shall conduct flight line coordination efforts that shall include, but not be limited to, assisting aircrew and ensuring qualified plane captains are available for aircrew manning of aircraft.

5.0.2.1 The Contractor shall perform flight line functions for the aircraft, including, but not limited to, routine flight operations support for aircraft marshalling, parking, securing, aircraft fire guard, and assisting flight crews. The Contractor shall be responsible for the installation of the tie downs and covers, fueling, fuel sampling, defueling, and aircraft hot refueling.

5.0.2.2 Contractor launch and recovery procedures shall be conducted IAW NAVAIR 01-H57BC-1 (NATOPS). A final check for safety and integrity shall be performed prior to each aircraft launch including aircraft launches from hot refuel pits. Prior to takeoff and after landing, with the engine running, the plane captain shall: 1) visually inspect the engine and transmission compartments for leaks, Foreign Object Damage (FOD), and other hazards or discrepancies; and 2) ensure that all panels and cowlings are secure. The Contractor shall provide qualified personnel IAW NAVAIR 01-H57BC-1 (NATOPS), to ensure safe movement of aircraft, securing of aircraft including tie downs, use of windscreen, pitot tube, duct covers, and ground safety.

5.0.2.3 At a minimum, the Contractor shall provide the following number of combined Plane Captains/Flight Line Supervisors. The below numbers are specified in full time head counts. These personnel shall not be assigned collateral duties.

5.0.2.3.1 Plane Captains/Flight Line Supervisors: 79

5.0.3 The aircraft shall be maintained IAW the Government provided maintenance documentation in this Performance Work Statement and with Title 14 CFR Part 145 and Title 14 CFR Part 43. Repair

or overhaul of aircraft, avionics and related components performed off-site shall be IAW Title 14 CFR Part 145 and Title 14 CFR Part 43 using FAA certified personnel and facilities with proper ratings and current certifications for the work being performed and/or as amended by the Government.

5.1 Field Operating Hours and Daily Flight Schedules

5.1.1 NAS Whiting Field Operating Hours. The airfield at NAS Whiting Field will normally have weekday (Monday to Friday) Field Opening (FO) at 8:00 AM and closing 12:00 AM during the winter months during Central Time and FO at 8:00 AM and closing at 1:00 AM during the summer during Central Time. If the training squadrons elect to conduct Weekend or Holiday flight operations, the same Field Opening and Field Closing times will apply.

5.1.2 Daily Flight Schedules (DFS) will require aircraft to be available and assigned at times relative to Field Opening (FO). For example:

- FO-1 (FO minus 1) means one hour prior to Field Opening
- FO+2 (FO plus 2) means two hours after Field Opening
- FO+5 (FO plus 5) means five hours after Field Opening
- FO+9 (FO plus 9) means nine hours after Field Opening

5.1.3 Change in Field Hours: With 30-days' notice to the contractor by the ACO, the Government may change airfield operating hours.

5.1.4 The Holidays applicable to this contract are: New Year's Day, Martin Luther King's Birthday, President's Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, and Christmas Day.

5.2 AIRCRAFT FLIGHT HOURS

5.2.1 The Contractor shall provide the O- and I-level aircraft maintenance and flight line support to release aircraft required to complete the events on the DFS.

5.2.1.1 6,500 Flight Hours/Month. The fixed price CLIN 0X01 associated with 6,500 Flight Hours/Month shall include all of the aircraft maintenance and flight line support to provide a DFS up to 6,500 scheduled flight hours per month. The fixed flight hour price shall include the cost of all activities performed under this PWS to support the DFS up to 6,500 unless otherwise specified.

5.2.1.2 Variable Flight Hours. Variable Flight Hours are defined as those scheduled flight hours needed that exceed the hours in the Fixed Price Flight Hour CLIN

0X01. The variable flight hour price shall include the cost of all activities performed under this PWS to support DFS hours above the Fixed Flight Hours unless otherwise specified.

5.3 DAILY, TURNAROUND, AND POST-FLIGHT INSPECTIONS

5.3.1 Daily, Turnaround, and Post-Flight Inspections shall be conducted IAW NA A1-H57BC-MRC-100 and NA-A1-H57BC-MRC-300 to ensure the integrity of the aircraft, Safe For Flight (SFF), detect degradation or damage to the aircraft, and to determine the need for servicing (replenishment of fuel, oil, and other consumables expended during flight or after maintenance evolutions). OPNAV Form 4790/38 shall be utilized to document the inspections.

5.3.2 Repair of Organizational Maintenance Level (O-Level) discrepancies discovered during daily, turnaround, and post flight inspections shall be included in the Fixed Flight Hour or Variable Flight Hour CLINs as appropriate. Discrepancies shall be documented in NALCOMIS/OOMA IAW COMNAVAIRFORINST 4790.2 series.

5.3.3 The Contractor shall implement a company owned Wi-Fi system, not connected to any Government network, for use on the flight line and hangar facilities for use by Flight Line Supervisors and Plane Captains. The Contractor shall use the Wi-Fi enabled tablets to relay Daily, Turnaround, and fuel status and parking location information to Maintenance Control.

5.4 AIRCRAFT AVAILABILITY

5.4.1 The Contractor shall support the DFS issued by the Government. DFS is defined in Section XII. Attachments 6-7 are provided as an example of the general sequencing for the DFS, the level of effort for each day/period of time, and the number of lines to support the DFS as well as cold start requirements. The CNATRA DET TPOC, or a representative of the Government, will provide the Contractor a DFS by 1800 hours the day prior. The Contractor shall use the company's Flight Scheduling Tool software in support of the assignment of aircraft to the Daily Flight Schedule. The number of events will be determined by operations and published in the DFS. The Contractor's performance rating/grading will be determined by its ability to support the DFS. The attached examples illustrate two different operational tempos that could be used to develop the DFS. The Government will provide a 30 day notice for a change from one operational tempo to another. As stated, the actual DFS schedule shall dictate Contractor performance. Aircraft shall be pre-flighted, fueled, released SFF, and configured for the mission noted in the DFS IAW Mission Essential Sub-System Matrix (MESM). Aircraft shall be cleaned, systems serviced, and

located on the required launch spot ready for crew preflight 1 hour prior to scheduled take-off time as annotated on the daily flight schedule for cold-start events. Aircraft must be Mission Capable (MC) IAW the MESM in order to receive credit for the event. If an event on the DFS cannot be completed due to a maintenance failure, the Contractor will be decremented IAW Clause H-5 of this contract. An incomplete training event due to maintenance is the loss of an event when the aircraft has a maintenance failure up to the point when the aircraft taxis away from the parking spot on the flight line. Aircraft systems inspected in A1-H57BC-MRC-100 (Turn Around Checklist, TH-57B and TH-57C) and inspected in A1-H57BC-MRC-300 (DAILY MAINTENANCE REQUIREMENTS CARDS, TH-57B and TH-57C) and all avionics systems and electrical systems are included in maintenance failures. Maintenance failures occurring during the flight after taxing from the parking spot are not counted towards incomplete training events due to maintenance.

5.4.2 The Contractor shall provide at least fifty percent (50%) of Night Vision Imaging System (NVIS) aircraft inventory in reporting each day. All FO+9 hours scheduled aircraft shall be NVIS. The remainder of the NVIS aircraft shall be available for the FO+5 hours schedule time.

5.4.3 Any aircraft not returned to the Contractor by field closing for reasons other than maintenance related failures shall not count towards the aircraft required to meet the field opening (FO) - 1 hour Aircraft Availability time for the subsequent days.

5.4.4 Aircraft that become non-mission capable (due to maintenance) up to taxiing away from the parking spot and result in the non-completion of an event shall not receive credit for the event, as noted in the DFS, unless the Contractor releases a replacement aircraft within 45 minutes after the aircraft is parked and shut down.

5.4.5 Aircraft that become non-mission capable due to Non-Routine Conditions (SXN) after acceptance of the aircraft Safe For Flight (SFF) by the pilot will not be counted against the Contractor's requirement for the events associated with that aircraft on the DFS. Non-Routine Conditions are defined as events not completed (after acceptance of the aircraft SFF by the pilot) due to any conditions with the aircraft that require non-routine conditional maintenance actions as defined in 5.14.2. If the Contractor is able to release a replacement aircraft for the aircraft requiring non-routine maintenance, the Government will provide payment for the replacement aircraft under the Replacement Aircraft CLIN 0X03.

5.4.6 For aircraft down outside the local area but within 200 miles (including cross-country and other flights): If that aircraft cannot be recovered and made ready for the following day flight schedule

(next consecutive day only) and paragraph 5.12.2 was complied with, it will be counted that the Government retains the aircraft IAW 5.5.5.1.

5.4.7 For aircraft down due to Government induced maintenance or non-routine conditions outside of 200 miles but less than 400 miles (including cross-country and other flights): If the aircraft cannot be recovered and made ready for the following day's DFS (consecutive days only), it will be considered that the Government uses the aircraft for the next two (2) consecutive days (two (2) days total, being 48 hours from the time of notification). If the cause of the aircraft maintenance is due to the non-routine conditions in paragraph 5.14.2, then the Contractor can count that aircraft towards the DFS for the next two (2) consecutive days after the aircraft is downed. The Contractor will not be decremented for missed or incomplete training events for two days if the aircraft is down for Government induced or non-routine maintenance.

For aircraft down due to Government induced maintenance or non-routine conditions outside of 400 miles"(including cross-country and other flights). If the aircraft cannot be recovered and made ready for the following day's DFS (consecutive days only), it will be considered that the Government uses the aircraft for the next three (3) consecutive days (three (3) days total, being 72 hours from the time of notification). If the cause of the aircraft maintenance is due to the non-routine conditions in paragraph 5.14.2, then the Contractor can count that aircraft towards the DFS for the next three (3) consecutive days after the aircraft is downed. The Contractor will not be decremented for missed or incomplete training events for three days if the aircraft is down for Government induced or non-routine maintenance.

Distance from NAS Whiting Field (200 miles and 400 miles) is measured as straight line distance from KNDZ (NAS Whiting Field TACAN).

5.4.7.1 For Relief Eligible Aircraft (mishap aircraft, aircraft in an Out of Reporting (OOR) status, aircraft awaiting repair due to lack of funds, aircraft in D level repair, or aircraft in non-routine conditional maintenance (IAW PWS 5.14.2) requiring more than 48 hours to repair), if the Contractor misses an event , the miss will be reconciled as required by CNATRA N4 Detachment. Credit will be given for the misses for the Type/Model/Series (T/M/S) up to meeting performance metric minimums or the number of Relief Eligible aircraft of that T/M/S whichever comes first.

5.4.7.2 Credit opportunity is as follows:

- One aircraft for use when NMCM is between 22.1% -

25% of status A30 (as defined in COMNAVAIRFOR 47890.2) aircraft

- Two aircraft for use when NMCM is between 20.1% - 22% of A30 aircraft
- Three aircraft for use when NMCM is between 15.1% - 20% of status A30 aircraft
- Four aircraft for use when NMCM is between 10.1 - 15% of A30 aircraft
- Five aircraft for use when NMCM is at or below 10% of A30 aircraft

5.4.8 Make available one TH-57B and one TH-57C for student emergency procedures and preflight training daily.

5.4.9 The Contractor shall dispatch a replacement aircraft within 45 minutes of notification by the COR or ACO that an aircraft is down in the local area (50 mile radius from NASWF using Joint Travel Regulations distances). The Contractor shall take responsibility of the down aircraft upon arriving at the site and make arrangements for maintenance.

5.5 **FLIGHT REQUIREMENTS**: The weekend operation varies according to weather conditions, student loading, aircraft availability, or similar factors. For weekend/holiday flight operations, the ACO will notify the Contractor at least 2 workdays in advance of the requirement. Should forecasted weather preclude weekend operations, the Government reserves the right to cancel scheduled operations at least 24 hours in advance.

5.5.1 Aircraft scheduled launch rate will not exceed 9 aircraft every 15 minutes.

5.5.2 All aircraft issued by the Contractor shall have enough flight hours available to meet the assigned event on the DFS and shall be hot refuel capable and equipped/configured for the training event noted in the DFS.

5.5.3 Aircraft in a Functional Check Flight (FCF) status shall not count as an available aircraft to meet the DFS. FCFs shall be flown/accomplished by the Contractor in coordination with the approval of the Government Flight Representative (GFR).

5.5.4 If the Government elects to perform the FCF as part of instructor training, then the aircraft shall count as an available aircraft to meet the DFS. However, if the Contractor requests that the Government perform FCFs, then the FCF aircraft shall not count towards the DFS requirements.

5.5.5 Aircraft released late to the time required in the DFS will count against the contractor for events missed for Fixed Price Flight Hours at the rate noted in clause H-5 of this contract. All aircraft issued by the Contractor for cross-country flight shall have enough flight hours available to meet the training events on

the DFS.

5.5.5.1 Aircraft issued for cross-country flights shall be in a Fully Mission Capable (FMC) status at the time of issue, and shall be issued (and count towards) the aircraft required to meet the DFS availability time for all days that the Government uses the aircraft as part of the cross-country flight.

5.5.6 The Contractor shall support external load (hook) flights IAW NAVAIR A1-H57BC-MSM-000 and COMTRAWINGFIVEINST 3710.8S (Rotary-Wing Operating Procedures Manual) when scheduled. Preparation of TH-57B hook-equipped aircraft includes, but is not limited to, the removal and replacement of crew doors.

5.5.7 The Contractor shall provide hot refueling personnel for NASWF and two outlying fields (Spencer Field and Site 8/Site X). Normal operations require two hot refueling pits (trucks) at NASWF, one hot refueling pit (truck) at Spencer Field, one hot refueling pit (truck) at Site 8 and two hot refueling pits (trucks) at Site X after Site 8 is closed. The Contractor shall adhere to the requirements of BHT-206A/B-SERIES-MM, NA A1-H57BC-MSM-000 and NAVAIR 00-80T-109.

5.5.8 Fueling Operations at NAS Whiting Field Monday thru Friday:

- The Contractor shall man and operate hot-refueling Pit #1 and Pit #2 Monday thru Friday and shall be functionally ready to service aircraft one hour after the field opening until an hour prior to the field closure. Open/close times may vary seasonably as per base operating schedule.

5.5.9 Fueling Operations at OLF Site 8

Fueling Operations Monday thru Friday:

- Monday thru Friday, 0900-1700 Open/close times may vary seasonably as per base operating schedule. Close at listed time or sunset, whichever occurs first.
  - Number of estimated aircraft to be fueled each day: 35-45

5.5.10 Fueling Operations at OLF Spencer Field

Fueling Operations Monday thru Friday:

- Monday thru Friday 0800-1630 Open/close times may vary seasonably as per base operating schedule. Close at listed time or sunset, whichever occurs first.
  - Number of estimated aircraft to be fueled each day: 35-45 Aircraft

5.5.11 Fueling Operations at OLF Site X

Fueling Operations Monday thru Friday:

- Monday thru Friday 0900-1630 Open/close times may vary seasonably as per base operating schedule. Close at listed time or sunset, whichever occurs first.
  - Number of estimated aircraft to be fueled each day: 35-45 Aircraft

5.6 QUALITY.

5.6.1 Quality: The Contractor shall have no more than twenty four (24) CAR_{Maj} during the twelve (12) month evaluation period. The Contractor shall have no CAR_{Crit} , CAR_{Cure} or CAR_{Rep} during the twelve (12) month evaluation period. The CAR process will be administered by the Government in accordance with DCMA-INST 1201 series and CNATRAINST 4355.4 series. The Contractor's Quality Control (QC) Program shall provide for the consistently safe operation of aircraft.

5.6.2 The Contractor shall conduct a coordinated QC program in such a manner that all aircraft issued are SFF.

5.6.3 As a part of the QC program, the Contractor shall conduct continuous oversight for all maintenance actions and all Contractor programs, processes, and procedures.

5.6.4 The Contractor shall ensure the efforts of personnel and suppliers comply with the quality requirements of this PWS at all times.

5.6.5 Quality Control Program Plan – The Contractor shall deliver a Quality Control Program Plan IAW CDRL A001.

5.6.6 As part of the QC program, the Contractor shall conduct logistics Quality Assurance (QA) internal reviews, surveillance, and audits of GP to demonstrate compliance with Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.6.7 The Contractor shall ensure the efforts of personnel and suppliers comply with the quality requirements of the PWS. At a minimum, the Contractor shall provide ten (10) full time Quality Control Personnel assigned to the Quality Control department. This requirement is specified in heads and shall not be covered by collateral duty quality control representatives assigned to production work centers or through overtime:

5.6.7.1 Quality Control Supervisor/Manager – 2

Quality Control Representatives – 8

5.6.8 Implement and maintain a quality system for the Property Management System and Logistics Information Management System (LMIS).

5.6.9 QC Program – The Contractor's QC Program shall:

5.6.9.1 Provide a commercial quality system that is compliant with Aerospace Standard AS9110C. Third party certification of AS9110C based systems is not required. The Government may perform any inspections, verifications and/or evaluations to

ascertain conformance to requirements and the adequacy of the quality system. The Contractor shall require of sub-contractors and vendors, a quality control program achieving control of the quality of the services and supplies that they provide. The Government reserves the right to disapprove the quality control program, or portions thereof, when it fails to meet contractual requirements.

5.6.9.2 The Contractor shall ensure execution of a specifically defined Customer Liaison Program that includes at least the following elements:

- Aircraft transfer acceptance/ferry crew briefing procedures.
- Customer familiarization/indoctrination with rework specifications and the extent of maintenance.
- Customer satisfaction/follow-up after the aircraft has returned to user activity.

5.6.10 The Contractor shall maintain and use cost data associated with quality as a management element of the quality program. The Contractor shall provide cost trend data in terms of cost related to process failures resulting in reprocessing and rework man hours, and use of consumables such as: hardware, fuel, oil, etc. The Contractor shall categorize and quantify contract impacts using the top-level metrics IAW AS9110C. The Contractor will recommend, but the Government shall determine, the specific quality cost data to be maintained and used.

5.6.11 Special Quality Program Requirements - The Contractor shall establish policies and procedures to meet the standards IAW COMNAVAIRFORINST 4790.2 series, for the following program requirements:

- Non-Destructive Inspections (NDI) Program
- FOD Prevention and Tool Control Program
    - The Contractor shall use the its SNAP-ON™ Automated Tool Control system, which electronically tracks who/what/when/where tools are checked out and in as part of the Contractor's Tool Control Program.
- Aircraft Compass Calibration Program
- Aircraft Preservation and De-preservation Program
- Hazardous Waste Management Program
- Fuel Contamination Program

- Aircraft Weight and Balance Program
- Aircraft Confined Space Program
- Cannibalization Control and Reporting program
- Property Control System
- Tools/Test Equipment Calibration and Maintenance Program. Government calibration facilities shall be used for calibration of Government furnished measuring equipment when capability exists.
- Not Mission Capable Supply (NMCS)/Partial Mission Capable Supply (PMCS)/Not Mission Capable Maintenance (NMCM)/Partial Mission Capable Maintenance (PMCM) validation program to validate requirements between work center and maintenance control on a daily basis.
- Support Equipment Misuse/Abuse Reporting Program
- Corrosion Control Program
- Joint Deficiency Reporting System (JDRS) - The Contractor shall submit and respond to Aircraft Discrepancy Reports (ADRs) and Product Quality Deficiency Reports (PQDRs) via the Naval Aviation Maintenance Discrepancy Reporting Program (NAMDRP) website.
- Emergency Reclamation Program
- Battery Maintenance Program
- Automated Data Processing (ADP) security requirements
- Electro-Static Discharge (ESD) program for support of the aircraft and associated support equipment and components
- Functional Check Flight
- Aviation Maintenance and Material Readiness List (AMMRL) Program
- Aircraft Records and Reports/Engine Accounting Program
- Phase Maintenance Program
- Data Analysis Program
- Material Control Program
- Vibration Analysis Program

5.6.12 Training and Certification Program - The Contractor shall establish a Training and Certification Program to ensure personnel remain qualified and possess detailed working knowledge of current maintenance instructions and procedures relative to the aircraft systems. The Contractor shall maintain employee training records

that indicate prior education, technical school, work experience, recurring training and testing for the tasks which the employee performs.

This program shall also address the following:

- Ordnance Certification IAW OPNAVINST 8023.24
- Corrosion Control Training IAW, Corrosion Control Plan and Enclosure 3, Applicable NA A1-H57BC-MSM-000, COMNAVAIRFORINST 4790.2 Series, NAVAIR 01-1A-509, NAVAIR 15-01-500.
- An NDI program that provides for qualified Level II technicians at the site IAW COMNAVAIRFORINST 4790.2 Series.
- Plane Captain Qualification Program - The Contractor shall train, qualify, and designate plane captains IAW COMNAVAIRFORINST 4790.2 Series.
- Safe For Flight Certification Program (SFFCP) for personnel qualified to sign off aircraft SFFCP IAW CNATRAINST 4790.15, COMNAVAIRFORINST 4790.2 Series.
- Support Equipment Operator Certification/License IAW NAVAIR 00-80T-96, COMNAVAIRFORINST 4790.2 Series. The Contractor shall verify that training, certification and qualification of technicians performing work on components remains current and consistent with that outlined in COMNAVAIRFORINST 4790.2 Series. Specifically, the Contractor shall ensure that requisite experience, training, and certification are appropriate for the tasks being performed.
- Certification of Contractor FCF Crewmembers – The Government will provide the initial and follow-on check-ride requirements for qualified Contractor FCF crewmembers IAW NAVAIR 01-H57BC-1.
- Initial Ordnance Qualification and Certification – The Government will provide assistance as necessary to the Contractor in establishing an initial ordnance qualification/certification program IAW OPNAVINST 8023.24.

5.6.13 Government Training Requirements – All Contractor employees shall complete Government specific training requirements, provided by the Government. This training includes, but is not limited to, Operational Risk Management (ORM), Anti-Terrorism, and other safety/security training as required by the host command. This training averages twenty hours annually per employee. Any expenses incurred by the Contractor to meet the Government's training requirements are part of the firm

fixed price of this Contract.

5.6.14 Maintenance Safety Stand Down – Contractor shall conduct Maintenance Safety Stand Down on a semi-annual basis to review/discuss maintenance practices and procedures and ensure local corporate plans and policies meet the requirements of the contract. Any Maintenance Safety Stand Downs as the result of contractor negligence shall be conducted at the contractor's expense. These shall be scheduled as directed by the ACO.

5.6.15 All physical examinations and tests required exclusively by the Contractor shall be provided by the Contractor at no additional expense to the Government.

5.7 SUSTAINMENT

5.7.1 The Contractor shall use Service Life Maintenance Management (SLMM) to proactively manage the life cycle of each airframe to sustain the fleet as a whole. SLMM calculation measures the Contractor's ability to level load the flight hour demands across all available assets by type/model/series (T/M/S). Aircraft involved in a Class A or Class B mishap, aircraft undergoing a modification of greater than 250 man hours during a quarter, or aircraft requiring In-Service Repair (ISR) greater than 250 hours will be excused from the SLMM calculation as determined by the ACO. Aircraft inducted for Aircraft Conditional Inspection (ACI) will not be included in the SLMM calculation until the aircraft returns to NAS Whiting Field (NASWF). Any flight hours flown on all such aircraft shall be excused from SLMM during the contract quarter and will not be calculated in the total for flight hour average of the reporting period. Additionally, any flight hours flown on all such aircraft will not be calculated in the total for flight hour average during the reporting period in which the aircraft returns back to NASWF.

5.7.1.1 The Contractor shall use the company's proprietary SLMM Tool software to support daily decisions on aircraft scheduling to maintain the SLMM metric of greater than 70 percent.

5.7.2 The Contractor shall maintain a SLMM greater than 0.70 for the twelve month contract year, as defined below:

For SLMM, T/M/S FH_{AVG} is the total T/M/S Flight Hours (FH) flown during the quarterly performance/evaluation period, divided by the total number of T/M/S aircraft for the same quarterly performance period.

$$\text{T/M/S } FH_{AVG} = \frac{\text{Total T/M/S FHs flown during the quarterly performance period}}{\text{Total T/M/S aircraft for quarterly performance period}}$$

The following table will be used to categorize aircraft for the SLMM

calculation:

Table 5.6.2

Band	Description
A	0 hours to (FH_{AVG} + .12*FH_{AVG})
B	Up to (FH_{AVG} + .25* FH_{AVG}) hours, but not A Band
C	Up to (FH_{AVG} + .33* FH_{AVG}) hours, but not A or B Band
D	Greater than (FH_{AVG} + .33* FH_{AVG}) hours

Each aircraft's flight hours are summed for a quarterly performance/evaluation period and compared to its respective T/M/S FH_{AVG} for that same quarterly performance/evaluation period. Aircraft are then categorized within the appropriate band (i.e., A, B, C, and D) in accordance with Table 5.6.2. All aircraft, irrespective of T/M/S, are summed by band. All bands are summed to determine total number of aircraft.

SLMM equation:

$$SLMM = \frac{(\#\text{ AIRCRAFT A Band}) + (\#\text{ AIRCRAFT B Band})(.9) + (\#\text{ AIRCRAFT C Band})(.7)}{(\text{Total \# of Aircraft}) + (\#\text{ AIRCRAFT D Band})}$$

EXAMPLE Calculation:

- Total flight hours (FH) flown for all TH-57Bs over the quarterly performance/evaluation period = 7500 FH
  - TH-57B FH_{AVG} = 7500 FH/44 TH-57B = 174.5 FH
  - Each TH-57 B's flight hours are then compared to the TH-57B FH_{AVG} and characterized into the appropriate band IAW table 5.6.2:
    - TH-57Bs in A Band = 16
    - TH-57Bs in B Band = 17
    - TH=57Bs in C Band = 8
    - TH-57Bs in D Band = 3
- Total flight hours (FH) flown for all TH-57Cs over quarterly performance/evaluation period = 12000 FH
  - TH-57C FH_{AVG} = 12000 FH / 73 TH-57C = 164.4 FH
  - Each TH-57C's flight hours are then compared to the TH-57 FH_{AVG} and categorized into the appropriate band IAW table 5.6.2:
    - TH-57Cs in A Band = 38
    - TH-57Cs in B Band = 20
    - TH-57Cs in C Band = 10
    - TH-57 Cs in D Band = 5
- Each Band's total # of AIRCRAFT is then summed:
  - # of AIRCRAFT in A Band = 54

- # of AIRCRAFT in B Band = 37
- # of AIRCRAFT in C Band = 18
- # of AIRCRAFT in D Band = 8

SLMM = [(54) + (37)(.9) + (18)(.70)]/117+8) = 0.7992

5.8 **AIRCRAFT MAINTENANCE** - The Contractor shall perform O-, I- and D-Level scheduled, unscheduled, and conditional maintenance and inspections associated with the airframe, avionics, Support Equipment (SE), Aviation Life Support System (ALSS) and O-Level engine maintenance and inspections for all NASWF TH-57 aircraft. The Contractor shall demonstrate, as requested by the Government, that it, or its subcontractors', facilities for repair or overhaul of airframe, avionics, and related components performed off-site are certified in accordance with Title 14 Code of Federal Regulations Part 145 Repair Station for the repair of Bell Helicopter 206B3 Jet Ranger airframe and components, and TH-57 Original Equipment Manufacturer (OEM) avionics or related equipment. The Contractor shall implement a video Dashboard shown on Electronic Visual Displays within the TH-57 hangars that allows the Maintenance Control Managers/Issuers/to track/schedule the entire TH-57 fleet flight time equally while considering daily hours flown, scheduled maintenance, unscheduled maintenance, phase maintenance. The Contractor shall implement the Common Operating Picture (COP) and shall make this web-based utility accessible by NAVAIR and CNATRA from any computer with internet access. The format of the COP dashboards shall be finalized by the Contractor with NAVAIR and CNATRA by the end of the Transition-In period.

5.8.1 Scheduled maintenance shall be conducted IAW the following:

5.8.1.1 Conditional Inspection – The Contractor shall perform conditional inspection requirements IAW NA A1-H57BC-MRC-350 and the Rolls Royce Operation and Maintenance Manual.

5.8.1.2 Scheduled Inspections/Preventive Maintenance - The Contractor shall perform scheduled inspections and preventive maintenance on aircraft, engines (O-level work only), ALSS, and SE IAW NA A1-H57BC-MRC-000 PMIC , NA A1-H57BC-MRC-350, NA A1-H57BC-MRC-400, and the Rolls Royce Operation and Maintenance Manual (section 10W2).

5.8.2 The Contractor shall ensure all aircraft do not exceed the following number of outstanding discrepancies along with those authorized by CNATRA N4 TH-57 Class Desk Technical Point of Contact and directed by the ACO.

5.8.2.1 Up Discrepancies: The number of outstanding up discrepancies on Ready for Training (RFT) aircraft shall be equal to or less than ten per aircraft, excluding valid outstanding parts requisitions , approved 100-Hr Special Inspection or ACI deferrals, TDs, and corrosion discrepancies as identified in 5.8.2.3.

5.8.2.2 100-Hr Special Inspections: The number of outstanding discrepancies for each aircraft completing a 100-Hr

Special Inspection shall be equal or less than ten (10) which must be corrected and/or repaired no later than the next 100-Hr Special Inspection, excluding valid Awaiting Parts (AWP) and approved 100-Hr Special Inspection /ACI Deferrals. Contractor shall correct corrosion discrepancies prior to aircraft being released from Special Inspection, however, if discrepancies cannot be corrected at that time, refer to paragraph 5.8.2.3. Outstanding corrosion discrepancies will count towards the 10 discrepancy limit. Discrepancies not repaired within the next Inspection Cycle, must be reevaluated and approved by the ACO for concurrence.

5.8.2.3 Corrosion Discrepancies: All corrosion discrepancies, whether found during specials or unscheduled, will be corrected no later than 28 days after date of discovery. The Contractor shall not defer scheduled inspections/preventive maintenance except as authorized by the CNATRA N4 TH-57 Class Desk TPOC and directed by the ACO.

5.8.3 Engine Ground Turn Operations - The Contractor shall perform ground turn operations required for scheduled and unscheduled maintenance actions to verify airworthiness IAW NAVAIR 01-H57BC-1, BHT-206A/B-SERIES-MM, NA A1-H57BC-MSM-000, Rolls Royce Operation and Maintenance Manual 10W2, and NAVAIRINST 3710.1F.

5.8.4 The Contractor shall perform engine and aircraft scheduled Flight Hour (FH) generated maintenance and inspections IAW Rolls Royce Operation and Maintenance Manual 10W2 & 10W3, NA A1-H57BC-MRC-000 PMIC , NA A1-H57BC-MRC-350, and NA A1-H57BC-MRC-400.

5.8.5 Monthly Maintenance Plan (MMP) - The Contractor shall prepare a MMP IAW COMNAVAIRFORINST 4790.2 Series and deliver the plan IAW CDRL A002. The MMP shall list projected significant maintenance commercial operating procedures, actions, and requirements for the next 90 days. Commercial operating procedures may be implemented, if approved by the ACO, and not in conflict with COMNAVAIRFORINST 4790.2 Series. The MMP shall meet COMNAVAIRFORINST 4790.2 Series requirements and shall also address:

5.8.5.1 Replacement Of Life Limited Items By Dd/Mm/Yyyy (Projected For 90 Calendar Days From Date Of Report)

5.8.5.2 Inspection Schedules

5.8.5.3 Strip, Repaint, and Corrosion Inspection Schedules

5.8.5.4 High Failure Items

5.8.5.5 Calibration Requirements

5.8.5.6 Weight and Balance Info

5.8.5.7 Personnel Re-qualifications

5.8.5.8 Personnel Certifications

5.8.5.9 Equipment and Support Equipment License Renewal

5.8.5.10 On-Site Contractor Personnel Actual Head Count

5.8.5.11 Contractor Management Contact Information

5.8.5.12 Signature Authorities

5.9 AIRCRAFT CONDITION INSPECTION (ACI)

5.9.1 The Contractor shall perform ACIs IAW the TH-57 ACI Specification.

5.9.1.1 Additional replacements of cabin roofs, forward or lower shells will be done concurrent with the scheduled ACI.

5.9.1.1.1 The removal and replacement of the cabin roof forward lower shell or aft lower shell requires the removal of the skylight, windscreens and/or chin bubble transparencies. Removal and replacement of the transparencies shall be included in the pricing of the removal/replacement tasks.

5.9.1.2 All discrepancies discovered during ACI, as well as corrective action taken shall be documented and provided to the ACO in order to document airworthiness IAW Over and Above Work Request (CDRL A003). The Contractor shall correct all discrepancies/defects authorized by the ACO.

5.9.1.3 While performing Removal and Re-installation tasks to Facilitate Other Maintenance (FOM), and aircraft components are damaged that require replacement (specifically skylight, windscreens and/or chin bubble transparencies) the labor and material cost of those items shall be documented and provided to the ACO IAW Over and Above Work Request (CDRL A003).

5.9.2 The Contractor shall fly TH-57 aircraft to and from the ACI facility. ACI is considered complete at the completion of the post-ACI FCF and acceptance by the Government. Upon induction at the ACI facility, all residual fuel in the aircraft will be considered "Non-Reusable."

5.9.3 Prior to the ACI ferry, the contractor shall conduct a pre-induction inspection to ensure that all O level discrepancies are corrected unless waivered by the ACO and all O level discrepancies will not be considered in the cost of the ACI.

5.9.4 The Contractor shall deliver a report documenting the results of the ACI and any repair action required on each aircraft undergoing ACI. The report shall address the requirements in

COMNAVAIRFORINST 4790.2 series and delivered IAW CDRL A004.

5.9.5 All ACI work shall be accomplished by a licensed FAA repair facility (FAR Part 145 Repair Station) certified to perform these requirements.

5.9.6 The ACI and the first 250 labor hours for repairs, per aircraft shall be included in the Scheduled Depot—Aircraft Condition Inspection (ACI) CLIN 0X05. This excludes the replacement of: cabin roof, tail boom, and forward and aft lower shell assemblies.

5.9.7 The Contractor shall maintain an annual average turn-around-time of 190 calendar days for aircraft delivered from completed ACIs. Turn-around-time is measured from the date of ACI induction to arrival of the completed aircraft back to the flight line at NAS Whiting Field. Incentives and decrements will be paid or charged IAW H-4.

5.9.8 All ACI Noted But Not Corrected (NBNC) discrepancies must be corrected within 30 days or next phase inspection from date of return to NASWF, whichever comes first.

5.9.9 The Contractor shall perform the following efforts to support aircraft BUNO #s 161695, 162042, 162052, 162060, 162803, 162804, 162810 at the Crestview depot facility undergoing ACI. Within 24-72 hours of a request by the Government (COR), the Contractor shall provide: repairable parts and long-lead time parts when in stock at the government warehouse, pre-ground turn inspections, ground turns, certifications safe for flight, Weight & Balance Clearance (DD Form 365F) to reflect actual load disposition for test or ferry flight, functional check flights, ferry flights and post-ACI logbook updates of work performed. All costs and shipping fees associated with such parts and work shall be borne exclusively by the Government.

5.10 NAVAL AVIATION MAINTENANCE PROGRAM STANDARD OPERATING PROCEDURES (NAMPSOPS)

5.10.1 Foreign Object Damage (FOD) Prevention Program – The Contractor shall implement a FOD Prevention Program IAW Chapter 10 of COMNAVAIRFORINST 4790.2.

5.10.2 The Contractor shall develop, deliver, and implement a Corrosion Prevention and Control Plan (CDRL A005), IAW NAVAIR 01-1A-509 and Chapter 10 of COMNAVAIRFORINST 4790.2.

5.10.3 The Contractor shall perform touch-up painting, application of side numbers, model numbers, local command markings, placards, high visibility paint scheme touch-up and painting necessary to accomplish the approved Corrosion Prevention and Control Program (CDRL A005). The Contractor shall perform the aforementioned processes IAW BHT-ALL-SPM and Government released Paint and Marking drawings.

5.10.4 The Contractor shall utilize the base compass rose and perform on-aircraft compass calibration IAW MIL-STD-765 A.

5.10.5 The Contractor shall perform battery maintenance IAW NA A1-H57BC-MSM-000.

5.10.6 The Contractor shall conduct fuel sampling IAW BTH-206A/B-SERIES-MM, prior to releasing an aircraft as SFF.

5.11 GLOBAL POSITIONING SYSTEM (GPS) SUPPORT

5.11.1 The Contractor shall obtain and install 28-day subscription service updates to the North America GPS database for all TH-57 KLN-900 GPS receivers and GTN-650 GPS receivers. The Contractor shall also obtain and install updates to the GTN-650 Obstacle Database (6 times per year), the GTN-650 Safe Taxi Database (6 times per year) and the GTN-650 Terrain Database (as released).

5.11.2 The Contractor shall install local working area flight plans and waypoints as provided by the Training Wing Command.

5.12 OFF-SITE MAINTENANCE, MISHAP AND RECOVERY SUPPORT

5.12.1 The Contractor shall report to aircraft incident/accident sites when directed by the ACO. The Contractor shall be available on a 24-hour, seven day a week basis for this task.

5.12.2 Within 24 hours of ACO notification, the Contractor shall arrange for either an authorized maintenance vendor, such as a local Fixed-Base Operator (FBO), to perform the required maintenance, or to dispatch a Contractor team and supplies to perform the required off-site maintenance or recovery of downed aircraft.

5.12.3 The Contractor shall support incident/accident investigations as directed by the ACO.

5.12.4 Within 24 hours of ACO notification, the Contractor shall arrive at an incident/accident site to support incident/accident investigations.

5.12.5 In the event of a bird/animal strike, the Contractor shall collect bird/animal remains IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS using the Government supplied Bird/Animal Aircraft Strike Hazard (BASH) kit. The Contractor shall collect remains, mark the kit with the date and aircraft Bureau Number (BUNO), and put the remains in the Government provided freezer. A link to the BASH Program is available via the Sitemap tab at the Naval Safety Center website, http://www.public.navy.mil/navsafecen.

5.12.6 Stricken Aircraft Reclamation and Disposal Program (SARDIP) - The Contractor shall deliver recommendations for parts removed (Aircraft BUNO, Part Number, Nomenclature and Unit Price) from aircraft prior to disposal IAW SARDIP (CDRL A006). Consideration should be given to items which are high usage, difficult to provision or have a high associated cost. The Contractor shall perform required maintenance actions to support the SARDIP IAW with the Government-approved recommendations in CDRL A006.

5.12.7 The Contractor shall recover downed aircraft and perform off-site maintenance, when directed by the ACO IAW paragraph 5.12.2. The Contractor shall be available on a 24 hour, seven day a week basis for this task.

5.13 UNSCHEDULED MAINTENANCE

5.13.1 When unscheduled maintenance arises, the Contractor shall perform unscheduled inspections and maintenance of aircraft and engines (if OEM or depot maintenance/repair of the engines is required, then engine maintenance will include removal and replacement).

5.13.2 Unscheduled maintenance shall be performed IAW:

BHT-206A/B-SERIES-MM

CSSD-PSE-87-001

BHT-ALL-SPM

BHT-206-SRM-1

BPS 4357

BHT-ALL-SRM

BHT-206A/B/L-SERIES-CR&O

BHT-ELEC-SPM

CSSD-PSE-001

Rolls Royce Operation and Maintenance Manual 10W2, 10W3, & 10W4

NA A1-H57BC-MSM-000

NA A1-H57BC-WDM-000

NA 01-1A-1

NA 01-1A-8

NA 01-1A-9

NA 01-1A-17

NA 01-1A-20

NA 01-1A-21

NA 01-1A-35

NA 01-1A-503

NA 01-1A-505-1

NA 01-1A-505-2

NA 01-1A-505-3

NA 01-1A-505-4

LES/JX TH57-0001

LES/JX TH57-0002

SAE-AS50881

SAE-AS81714

SAE-AS81824

MIL-STD-464

5.13.3 Deferred maintenance shall be authorized by CNATRA N4 TH-57 Class Desk Technical Point of Contact (TPOC) and directed by the ACO.

5.14 CONDITIONAL MAINTENANCE

5.14.1 The Contractor shall perform O- and D-Level conditional maintenance on TH-57 aircraft. Routine conditional maintenance is included in the Fixed Flight Hour Contract Line Item Number (CLIN 0X01).

5.14.2 The following non-routine conditional maintenance actions are not covered under the Fixed Flight Hour CLINs and are included in the Conditional Maintenance CLIN. Engine depot level maintenance is excluded from the following paragraphs:

5.14.2.1 Repairs Due to Crash Damage - The Contractor shall conduct repairs in the event that crash damage repair is required for the aircraft as approved by the ACO.

5.14.2.2 Repairs Due to Over-Limit Conditions - The Contractor shall perform repairs to airframes, installed equipment, or components resulting from over-limit conditions.

5.14.2.3 Repairs Due to Fire or Uncontrollable Acts of Nature - The Contractor shall perform repairs due to fire or uncontrollable acts of nature, such as windstorm or hurricane damage, hail damage, bird strikes, or lightning strikes.

5.14.2.4 Reclamation of Crash Damaged Aircraft - The Contractor shall perform reclamation of crash damaged aircraft, aircraft subject to corrosive fire extinguishing agents, or aircraft exposed to salt water.

5.14.2.5 Repairs Due to Sudden Stoppage - The Contractor shall perform repairs due to sudden stoppage to airframes, installed equipment, or components.

5.14.2.6 Repairs Due to Hard Landings - The Contractor shall perform repairs due to hard landings to airframes, installed equipment, or components.

5.14.2.7 Repairs Due to Catastrophic Failure - The Contractor shall perform repairs due to catastrophic failure to airframes, installed equipment or components. The Contractor shall repair any aircraft damage that results from catastrophic engine failure.

5.14.2.8 Repairs Due to FOD - The Contractor shall perform inspections and repairs for Government induced FOD of an aircraft.

5.15 CONDITIONAL MAINTENANCE PROCEDURES

5.15.1 Navy Initiated Special Inspections – The Contractor shall perform one-time inspections as directed by the ACO.

5.15.2 Conditional Maintenance Requesting Procedures

5.15.2.1 For maintenance actions, the Contractor shall prepare and deliver a Repair Planning & Estimate (P&E) Report (CDRL A007), and On-Site Conditional Maintenance Request IAW Over and Above Work Request (CDRL A003) to include the maintenance action, proposed performance and associated costs to accomplish the action.

5.15.2.2 Once approved by the ACO, the Contractor shall perform the maintenance action.

5.15.3 Nonstandard repairs will be requested IAW Over and Above Work Request (CDRL A003) and approved by the ACO. Non-Standard repairs shall be technically approved by the Fleet Support Team for Critical Application Items (CAIs) and by a FAA Designated Engineering Representative (DER) for non CAIs.

5.16 TH-57 ENGINE MAINTENANCE AND REPAIR

5.16.1 ORGANIZATIONAL MAINTENANCE

5.16.1.1 The Contractor shall perform all O-Level engine related maintenance including removal and replacement of engine and engine components IAW applicable maintenance manuals identified in Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.16.1.2 The Contractor will provide all O-Level required parts and materials required to repair and maintain the engine in support of the operational schedule identified in Section 5.0. Additionally, the Contractor will provide all provisioning, warehousing, and repair/replacement of these parts.

5.16.1.3 The Contractor shall comply with Rolls-Royce Service Bulletins (SBs) when authorized by the ACO.

5.16.2 PRESERVATION AND SHIPPING

5.16.2.1 The Contractor shall preserve the TH-57 engines IAW Rolls Royce Operation and Maintenance Manual 10W2, identified in Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.16.2.2 The Contractor shall perform an engine material condition receiving inspection to ensure all components and records are inventoried and accurate and notify the CNATRA DET TPOC if any discrepancies exist.

5.16.2.3 The Contractor shall store/ship engines in an OEM approved shipping container IAW Rolls Royce Operations and Maintenance Manual.

5.16.3 DEPOT REPAIR AND OVERHAUL

5.16.3.1 The Contractor shall be responsible for coordination of engine Depot Overhaul and Repair with the Engine Contractor identified by the Government. Additionally, the contractor shall be responsible for preparation, documentation, packaging, and transportation to and from the Depot Facility.

5.16.3.2 For catastrophic or major engine damages, the Contractor shall deliver a request for engine overhaul, vice engine repair, IAW the P&E Report (CDRL A007). Upon ACO approval, the Contractor shall ship the engine for overhaul to the engine contractor identified by the Government.

5.16.3.3 The Contractor shall notify the ACO of all engines inducted for early repair for which the Contractor requests the Engine Contractor to repair/overhaul/replace components that have exceeded 80% of the Time Between Overhauls (TBO) IAW Repair P&E Report (CDRL A007) and obtain prior authorization from the ACO prior to shipment to the Engine Contractor identified by the Government.

5.16.4 OEM/DEPOT SUPPORT

5.16.4.1 The Contractor shall request assistance from the Engine Contractor for O-Level engine related troubleshooting as needed. The Contractor shall notify the CNATRA DET TPOC and document the date and time assistance is requested and the Engine Contractor will provide assistance within 24-hours from initial notification at NASWF, excluding non-normal workdays. NOTE: Non-normal workdays are any day(s) not specified in paragraph 5.1. During troubleshooting, the Contractor shall provide all necessary support, such as: aircraft preparation and spotting, engine startup, and ground turns.

5.16.4.2 The CLS Contractor shall make a recommendation to the ACO in the event of an engine removal disagreement between the Engine Contractor, identified by the Government, and the CLS Contractor. Additionally, if the Engine Contractor disagrees with the decision to remove the engine, the CLS Contractor shall notify the COR for information, documentation and final adjudication.

5.16.4.3 A-799 No Defect Engines: Engines which have been

removed from an aircraft and sent to the Engine Contractor and then determined to be serviceable upon receipt at the Engine Contractor's facility, may be returned to the Contractor as an RFI asset upon completion of a complete Test Cell run.

5.16.5 OPERATIONAL SPARES

5.16.5.1 The Contractor shall properly store and maintain the Operational Spares engine inventory identified in Attachments 4 & 5, TH-57 Government Property. The Operational Spares engine inventory is defined as uninstalled engines located at the Contractor's facility which will include those engines in an RFI status and those awaiting maintenance.

5.16.5.2 The contractor shall notify the Government by the next working day when the Ops Spare RFI Engine Availability drops below 20% (Less than 3 RFI Assets) of the Authorized Allowance (15 Assets).

5.16.6 ENGINE STATUS REPORTING: The Contractor shall report required engine transaction and status in the Government's Deckplate Engine Transaction Reporting (Deck ETR) database. Change in engine reporting status shall be reported NLT the next working day.

5.17 SUPPORT EQUIPMENT (SE) AND SE MAINTENANCE

5.17.1 The Aircraft Intermediate Maintenance Department (AIMD) Pensacola Contractor will perform all I-Level maintenance when repair capability exists IAW Individual Component Repair List (ICRL), for all items listed in Section J, Attachment 4 & 5, Government Property List Individual Material Readiness List (IMRL)/ Non-IMRL Tab. If AIMD Pensacola does not have repair capability in the ICRL for the IMRL asset nor is there a Navy Depot Level capability, the Contractor shall coordinate repair with the OEM or an authorized OEM vendor repair facility.

5.17.2 The Contractor shall use AIMD Pensacola Field Calibration Activity (FCA) for calibration of all SE when calibration capability exists. If capability does not exist at AIMD Pensacola, the Contractor shall calibrate SE with the OEM. The use of 3rd party calibration facilities is only authorized when using calibration laboratories contained in the Navy Approved Calibration Sources List and authorized by SYSCOMs in accordance with OPNAVINST 3960.16.

5.17.3 Any equipment not expressly stated as being Government Property on Attachments 4 & 5 TH-57 Government Property shall be provided and maintained by the Contractor.

5.17.4 The Contractor shall identify and provide to the On-Site Government Representative (OGR), IAW MMP (CDRL A002), all items listed within Attachments 4 & 5 Government Property, Parts

and Material P/N and NSN (Consumables and Repairable), that require Government calibration IAW NAVAIR 17-1-114.1.

5.17.5 The Contractor shall perform operator inspections and service IAW ANSI/NCSL Z540-3-2006 on Non-IMRL SE.

5.17.6 The Contractor shall provide, utilize, and maintain all motorized vehicles and Material Handling Equipment (MHE) required for the execution of this contract to include, but not be limited to, forklifts, pallet jacks, golf carts, and trucks. Purchasing fuel for this equipment shall be the Contractor's responsibility. The Government will provide access to purchase fuel from the Government (on-base fuel farm) for Contractor owned SE. The Government will not provide fuel for Contractor licensed vehicles. The Contractor shall provide a list of Contractor owned SE that will require Government fuel IAW CDRL A008. The Contractor shall establish a Job Order Number (JON) through the NASWF Comptroller for procurement of fuel for Contractor SE and other approved Contractor provided equipment. All motorized vehicles and MHE purchased by the Contractor in support of this contract are the property of the contractor and shall remain property of the contractor upon conclusion of this contract.

5.17.7 The Contractor shall perform maintenance and inspections on Aviation Life Support System (ALSS) equipment, aircraft first-aid kits, fire extinguisher and Night Vision Imaging System (NVIS) goggles, IAW: NAVAIR 13-1-6 series, COMNAVAIRFORINST 4790.2 Series, OPNAVINST 8023.24 Series, NAVAIR 13-1-6.7-2, NAVAIR 13-1-6.7-3, NAVAIR 13-1-6.7-4, NAVAIR 16-30PRC90-2, NAVAIR 16-35AVS9-3, NAVAIR 16-35AVS9-4, and MAINTENANCE & RECHARGE SERVICE MANUAL NO. 05604.

5.17.8 The contractor shall turn-in the survival radios requiring 365-day inspections to AIMD Pensacola. Radios that fail the inspection shall be turned in to NASWF supply.

5.17.9 Unique Support Equipment (USE) proposed by the Contractor - In the event that the Contractor has a requirement to develop USE/tooling, the Contractor shall deliver the Contractor Proposed USE List (CDRL A009) for ACO approval.

5.17.10 The Contractor shall obtain authorization from the ACO prior to manufacturing any USE/tooling.

5.17.11 The Contractor shall develop and maintain an inventory of USE items.

5.17.12 The Contractor shall obtain approval prior to movement of any IMRL item managed under the Aircraft Maintenance Material Readiness List (AMMRL) Program. The CNATRA Support Equipment Controlling Authority (SECA) shall issue instructions for movement between sites and/or third party entities. This includes long and short-term loans between sites.

5.17.13 The Contractor shall submit an EXCESS IMRL Screening Request

to CNATRA N423 prior to the IMRL Manager submitting a Military Standard Requisitioning and Issue Procedures (MILSTRIP) for IMRL assets. If there are no excess assets available, the Contractor can request an approval from CNATRA N423 to requisition via a MILSTRIP. If approved, the Contractor shall obtain its Logistics Manager's approval to expend funds from IMRL assets.

5.18 COMPONENT REPAIR AND OVERHAUL

5.18.1 Component repair and overhaul includes maintenance, inspection, repair, testing, calibration, packaging, preservation, and quality control of discrepant modules, components and systems of aircraft and engines as required by the OEM specifications, maintenance publications and the applicable FAA guidelines listed in Title 14 CFR Part 145.

5.18.2 When module, component repair or overhaul for engine or avionics is required, the Contractor shall use an OEM certified repair station. All other component repair shall be done at an FAA Part 145 Repair Station for the repair of Bell Helicopter 206B Jet Ranger components.

5.18.3 The Contractor shall assure conformity to applicable component manufacturers' specifications and FAA repair guidelines, directives, and configuration requirements.

5.18.4 For any facility or organization performing inspection, repair, overhaul, servicing, and testing of components under this contract, work shall be performed IAW the most recent revision of the technical manual applicable to that component/process. When component data is outdated or does not exist for a particular component, the Contractor shall obtain the information necessary to ensure the component conforms to acceptable design tolerances, material condition, and airworthiness requirements after repair. Requests for deviation from this requirement must receive prior approval by PMA-273 Program Office for Major (Class I) Changes IAW CDRL A010 and by the ACO for Minor (Class II) changes IAW CDRL A011. Data on the component, circumstances that prevent repair, and the proposed methods and/or repair procedures necessary for mitigation shall be included in the request. The ACO may issue approved instructions and/or guidance for component repair, testing, or overhaul.

5.18.4.1 Calibration, testing and certification of equipment, tooling, and facilities used to perform repair of components shall remain current and follow established procedures for calibration and testing as defined in COMNAVAIRFORINST 4790.2 Series and NAVAIRINST 13640.1, and the associated equipment and tool manufacturer.

5.18.4.2 Tools and special equipment used to perform repairs on components shall be of appropriate design and test

equipment shall be capable of testing components as specified by the component manufacturer.

5.18.5 All requests for changes to the Not To Exceed (NTE) repair time on a component shall be delivered IAW Contractor's Component Repair Listing Change Request Report (CDRL A012) and shall become the basis for justifying changes to previously approved NTE repair times of components.

5.19 OBSOLESCENCE MANAGEMENT

5.19.1 The Contractor shall manage issues that may result in parts obsolescence or supplier mortality for TH-57 aircraft. The Contractor shall implement a proactive approach to mitigate obsolescence risks. The Contractor shall use predictive forecasting strategies, parts list screening, parts list monitoring, matching parts to the TH-57 environment across the vendor chain, and methodologies for tracking, reporting, and mitigating obsolescence. The Contractor shall be responsible for obtaining the necessary parts lists or Bill of Material to use the predictive forecasting strategies. The Contractor may establish agreements for the OEMs to perform the predictive forecasting, parts list screening and parts list monitoring. The Contractor shall develop and deliver an obsolescence parts management plan IAW CDRL A013.

5.19.2 The Contractor shall monitor and identify systems and components that have the potential to become obsolete or difficult to support. The Contractor shall identify replacements, alternate sources, or solutions for obsolete components/systems and shall deliver updated obsolescence parts recommendations IAW CDRL A014.

5.20 Naval Aviation Logistics Command Management Information System (NALCOMIS)/Optimized Organizational Maintenance Activity (OOMA)

5.20.1 NALCOMIS/OOMA Optimized Intermediate Maintenance Activity (OIMA), Data Collection, Documentation and Reporting Requirements. The Contractor shall provide accurate, real time, maintenance, supply, and flight information using NALCOMIS/OOMA IAW COMNAVAIRFORINST 4790.2 Series.

5.20.1.1 When the NALCOMIS/OOMA OIMA system is inoperable, the Contractor shall record all maintenance actions, for both on and off equipment, manually on VIDS/MAF OPNAV 4790/60. The Contractor shall back fit the information into NALCOMIS/OOMA OIMA that is recorded on VIDS/MAF during the period when NALCOMIS/OOMA OIMA is inoperable. The backfit of information shall be

completed within five working days of the NALCOMIS/OOMA OIMA system becoming operable.

5.20.1.2 VIDS/MAF Form OPNAV 4790/60 shall be used to record aircraft discrepancies, inspections, TD compliance, and maintenance actions.

5.20.1.3 Contractor personnel shall complete and file the VIDS/MAF, except for Subsystem Capability and Impact Report (SCIR) data, as required to meet the requirements IAW COMNAVAIRFORINST 4790.2 Series.

- Aircraft Logbook, Reports and Configuration Management Auto Log-Sets (ALS) – The Contractor shall follow the instructions and guidance set forth in Chapter 5 Paragraph 5.2 of COMNAVAIRFORINST 4790.2C in initiating and maintaining the required administrative records, to include (a) Aircraft Logbooks, Aeronautical Equipment Service Records (AESRs), and records as applicable, (b) Aircraft Inventory Records (AIRs), (c) Weight and Balance Handbooks (further guidance as set forth in NAVAIR 01-1B-50), and (d) Aircraft Discrepancy Books. These records shall be made available to the Government as required. The appropriate forms as identified in the references shall be utilized. In accordance with paragraph 5.8, it is permissible for the Aircraft Logbooks/AESR to contain commercial, OEM or FAA documentation for the commercial items associated with the TH-57.

5.20.2 The Contractor shall comply with the requirements of DECKPLATE – Aircraft Inventory and Readiness Reporting System (DECKPLATE –AIRRS) as set forth in Chapter 5 Paragraph 5.3 of COMNAVAIRFORINST 4790.2C.

5.20.3 The Contractor shall complete Engine Transaction Reports (ETRs) using the Decision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) (http://www.navair.navy.mil/logistics/deckplate/).

5.20.4 The Contractor shall access the TH-57 DFS through the Government's Training Management System. The Contractor shall assign aircraft tail numbers in the Government's Training Management System, modify those assignments, and enter "Maintenance Remarks."

5.20.5 For the TH-57 aircraft in NALCOMIS/OOMA OIMA, the Contractor shall daily reconcile data from TIMS, enter Naval Flight Information Record (NAVFLIR) corrections and ensure NALCOMIS has the most up-to-date information.

5.20.6 Records and forms maintained by the Contractor related to maintenance, training, safety, HAZMAT are Government owned property. The Contractor shall maintain maintenance records and any other records IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS. The Contractor shall return the above records and forms to the Government at the end of the contract and, upon request as prescribed in Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.20.7 Use NALCOMIS/OOMA to review/and process maintenance related requisitions, input and maintain current supply status on all outstanding requisitions.

5.20.8 Utilize a Material Control Register (MCR) or similar log to ensure proper documentation of transactions required to be entered into NALCOMIS/OOMA when the Supply NALCOMIS/OOMA system is inoperable (more than one hour).

5.20.9 Generate to NCMS/PMCS/Anticipated Non-Mission Capable Supply (ANMCS) report daily and validate/update supply status.

5.20.9.1 Ensure all outstanding requisitions have required estimated shipping dates and use standard Department of Defense (DoD) supply status code.

- Supply status codes BB, BP, BV and BZ shall include estimated shipping dates.
- Ensure all requisitions have valid supply status within 3 days after submission of the requisition.

5.20.10 Ensure NALCOMIS/OOMA is secure from unauthorized access.

5.21 LOGISTICS MANAGEMENT INFORMATION SYSTEM (LMIS)

5.21.1 The Contractor shall:

5.21.1.1 Manage, maintain, utilize, provide access, and update an accurate, on-line computer-based LMIS.

5.21.1.2 Ensure 95% LMIS availability during scheduled duty hours.

5.21.1.3 Utilize the LMIS to manage the following, at a minimum:

5.21.1.3.1 Data Management and Reporting

5.21.1.3.2 Total Asset Visibility

5.21.1.3.3 Component Repair Status

5.21.1.3.4 Receipt Processing

5.21.1.3.5 Repairable Component and Consumable Disposition

5.21.1.3.6 Physical Inventory Management

5.21.1.3.7 Parts Requisition and Procurement

5.21.1.3.8 Failure and Trend Analysis

5.21.1.3.9 Configuration Management

5.21.1.3.10 Component and Material Demand Forecasting

5.21.1.3.11 Shelf-Life Management

5.21.1.3.12 Awaiting Parts Tracking and Reporting

5.21.1.3.13 Warranty Management

5.21.1.3.14 Disposal Transactions

5.21.1.3.15 Master Parts List

5.21.1.4 Ensure the LMIS can produce reports to substantiate all Government Property CDRLs and Supply Performance Indicators.

5.21.1.5 Ensure the LMIS contains the data elements IAW FAR 52.245-1. Data fields shall include requirements listed in FAR 52.245-1(f) (iii) Records of Government Property.

5.21.1.6 Provide the ability to facilitate collection, analysis, reporting, and print capability for all GP.

5.21.1.7 Provide logistics analysis tools to develop trends by part, system, aircraft, or unit.

5.21.1.8 Ensure that FAA certification data and documentation of parts is maintained and preserved for accountability and traceability.

5.21.1.9 Ensure the LMIS contains the following data fields.

5.21.1.9.1 Site

5.21.1.9.2 Government Property (Yes/No)

5.21.1.9.3 Contractor Owned Property (Yes/No)

5.21.1.9.4 Nomenclature

5.21.1.9.5 Part Number

5.21.1.9.6 Consumable or Repairable

5.21.1.9.7 National Stock Number (if applicable)

5.21.1.9.8 Unit of Issue/Unit of Measure

5.21.1.9.9 Repairable (Yes/No)

5.21.1.9.10 Requisition Objective (High Limit)

5.21.1.9.11 Requisition Reorder Point (Low Limit)

5.21.1.9.12 Stock Range %

5.21.1.9.13 Stock Depth %

5.21.1.9.14 Quantity on Hand

5.21.1.9.15 Quantity on Order

5.21.1.9.16 Quantity at Vendor Facility (Repairable Only)

5.21.1.9.17 Vendor Name Facility Location (Repairable Only)

5.21.1.9.18 Deficiency or Requisition Objection Percentage (Repairable Only)

5.21.1.9.19 Base Location (Include building number and room number)

5.21.1.9.20 Warehouse Location (All Government Property)

5.21.1.9.21 Requisition Document Number

5.21.1.9.22 Purchase Order Number

5.21.1.9.23 Requisition Supply Status

5.21.1.9.24 Purchase Order Status

5.21.1.9.25 Date of Requisition Supply Status

5.21.1.9.26 Estimated Delivery Date (EDD)

5.21.1.9.27 Date of Last Follow-up

5.21.1.9.28 Procurement Lead Time (Number of Days)

5.21.1.9.29 Turn Around Time (TAT) (Number of days from shipment date to return date)

5.21.1.9.30 Total Demand Quantity for a 12 month period

5.21.1.9.31 Total Demand Quantity for a 24 month period

5.21.1.9.32 Date of Last Inventory

5.21.1.9.33 Unit Price

5.21.1.9.34 Total Price

5.21.1.9.35 Total Dollar Value (GP)

5.21.1.9.36 Condition Code (DLM 4000.25-2, Appendix 2.5)

5.21.1.10 Provide the Government with unlimited access, upon request, to all data maintained in the LMIS, to include printing capability. Access may be via a remote account or the Contractor's computers.

5.21.1.11 Provide training on LMIS for 3 (three) Government Personnel.

5.21.1.12 Ensure LMIS is secure from unauthorized access.

5.21.1.13 Ensure all actions taken in the LMIS are traced back to a specific year.

5.21.1.14 Develop and provide standardized reports, management reports, and ad-hoc queries to the Government as required.

5.21.1.15 Ensure the LMIS provides the Government with the ability to download all elements of data into a Microsoft Excel (Windows Version 2010 Compatible) spreadsheet editable by the Government.

5.22 SUPPLY MANAGEMENT

5.22.1 Parts and Material - The Contractor shall provide parts, material, and component repair at NASWF and the NAS Patuxent River, MD satellite site. Once the inventory has been established at the satellite site, discrepant repairables shall be shipped by the Contractor for repair/replenishment.

5.22.1.1 Consumables - The Contractor shall establish Requisition Objective (High Limit) and Reorder Point (Low Limit) for each consumable item to ensure sufficient assets are available to maintain operations. At a minimum, Requisition Objectives and Reorder Points for all consumable items will be conducted quarterly to ascertain if Requisition Objectives need to be adjusted based on demand. Order and Shopping Time, Turn Around Time (TAT), Procurement Lead Times and Operational Requirements. For Hazardous Material (HAZMAT), the Contractor shall utilize the NASWF Consolidated Hazardous Material Reutilization and Inventory Management Program (CHRIMP) and comply with NAVSIP P-722 guidance. Only requirements on the Authorized Usage List (AUL) shall be brought aboard a Government facility.

5.22.1.2 Repairables -- The Contractor shall maintain a Requisition Objective (high limit) and Reorder Point (low limit) for all repairables to ensure sufficient assets are available to maintain operation during periods of replenishment. Repairable Requisition Objective and

Reorder Points will be computed and reviewed on a quarterly basis (January, April, July and October) to ascertain if the Requisition Objective needs to be adjusted based on demand, TAT, Procurement Lead Time and Operational Requirements. Based on the review, if it is determined that an increase in a repairable Requisition Objective is required, the Contractor shall submit an Allowance Change Request (ACR) for any repairable regardless of price to the CNATRA PA via the CNATRA DET IPMS.

5.22.1.3 The Contractor shall maintain the following off site Repair of Repairable supply management data and cost metrics.

5.22.1.3.1 Total number of days from BCM date to receipt date by supply NTE 3 days.

5.22.1.3.2 Date shipped to vendor for repair, NTE 3 days.

5.22.1.3.3 Date of contract award to repair component, NTE 14 days from receipt by supply.

5.22.2 The Contractor shall provide supply chain management to support all TH-57 parts and material requirements at NAS Patuxent River, MD as directed by the ACO.

5.22.3 Requisition/Ordering Procedures for NSN Items - The Contractor shall requisition all NSN items IAW CNATRAINST 4614.1U, NAVSUP Pub 409 and NAVSUP Pub 485. The Contractor shall obtain access to NAVSUP One-Touch and order all NSN items through NAVSUP One-Touch. The Contractor shall use NALCOMIS/OOMA and the LMIS to input documents. The Contractor shall provide the Training Wing Five Financial Analyst a report of all NSN items ordered on a daily basis.

5.22.4 Indirect Material - The Contractor shall provide all indirect material. The indirect material and equipment includes, but is not limited to:

5.22.4.1 Office and stationery supplies, sweeping compounds and equipment, utility gloves, cleaning rags, cheesecloth, cotton and wool, hacksaw blades, batteries, lathe tools/drill bits, welding rods, files, protective tapes and coverings, and any other general plant maintenance material.

5.22.4.2 Decals and stencils.

5.22.4.3 Exterior/interior surface treatment compounds and polishing compounds.

5.22.4.4 Materials used in packing, packaging, preservation and preparation for shipment IAW best commercial practices.

5.22.4.5 General tooling, special tooling, and equipment (including all maintenance equipment, peculiar support equipment, and common support equipment, storage handling equipment, and servicing equipment) not otherwise specified in this PWS.

5.22.4.6 All other materials and equipment, which do not become an integral part of the aircraft, or its systems accessories, components, equipment, and equipage.

5.23 GOVERNMENT PROPERTY (GP) MANAGEMENT/INVENTORY CONTROL – ON-SITE

5.23.1 Maintaining and Managing Government Property – The Contractor shall maintain, manage, issue and receive all assigned Government property as identified in Section J, Attachments 4 & 5, TH-57 Government Property, in order to meet the operational requirements and performance standards specified herein. The Contractor shall ensure parts traceability IAW Title 14, Code of Federal Regulation (CFR).

5.23.2 Property Management System - The Contractor shall manage, control, use, preserve, protect, repair, and maintain all GP in its possession to satisfy the requirements of FAR Part 45, Part 52.245-1 and IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS. The Contractor shall deliver a Property Management Plan IAW CDRL A015.

5.23.3 Government Property Inventory – The Contractor shall conduct a joint physical inventory of all GP during the transition in period, each fiscal year IAW with the approved Inventory Plan with the CNATRA DET IPMS, and at the end of the contract IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS, or as directed by CNATRA N423 when inventory accuracy rate falls below the PWS requirement. The Contractor shall deliver the physical inventory in accordance with CDRL A016. The Contractor shall report Inventory Results for all GP IAW CDRL A017. CNATRA PA and CNATRA DET IPMS shall be notified via email within 24 hours of any damage to GP or facility.

5.23.3.1 Inventory Plan – The Contractor shall submit an annual inventory plan that includes all categories of GP IAW CDRL A018.

5.23.3.2 The Contractor shall maintain inventory accuracy rates as follows:

Inventory Segment	Inventory Accuracy Rate
a. Special Test Equipment	100%
b. Individual Material Readiness List	100%
c. Government Property	100%
d. Tools, Tool Boxes, Tool Pouches	100%
e. Flight Gear	100%
f. Government Furnished Material	98%
g. Calibration Standards	100%
h. Aviation Life Support System	100%

5.23.4 The Contractor shall maintain supply inventory IAW the following Supply Management Performance metrics:

Supply Readiness Goal	**Performance Metric**
Deficiency To Requisition Objective	
Depot Level Repairables	Zero Line Items
Range And Depth (Consumables)	
Range	80 %
Depth	77 %
Range and Depth (Repairables)	
Range	80%
Depth	77%
Supply Effectiveness (Consumables)	
Gross	65%
Net	85%
Supply Effectiveness (Repairables)	
Gross	65%
Net	85%
Gross Inventory Adjustments	< 1%
Depot Level Repairables	
Consumables (Repair Parts)	
Pre Expended Bin (PEB) Effectiveness (*if established*)	
PEB RANGE	80 %
PEB DEPTH	77 %
PEB EFFECTIVENESS	90 %

Requisition File Maintenance (*Stock And Direct Turnover (DTO) REQUISITIONS*)
Outstanding (O/S) Requisition Criteria:

- ZERO for each category below:
  - O/S A0_ (AE with BA) < 30/60 days past estimated shipping date
  - O/S A0_ >7 days with no supply status
  - O/S A0_ >365 days
  - O/S A0_with (AE_ with status code BB, BP, BV) > shipped or est. shipment
  - O/S A0_with AC_ or AK_ status
  - O/S A0_, AE_/ with BD, BM, BZ, 7 days past last status

5.23.5 The Contractor shall ensure all outstanding requisitions have required estimated shipping dates and shall use standard Department of Defense (DoD) supply status codes.

5.23.5.1 Ensure all requisitions have valid supply status within 3 days after submission of the requisition.

5.23.5.1.1 NALCOMIS Management Reports:

- Due-In from Maintenance (DIFM) status report
- Zero invalid records

5.23.6 The Contractor shall validate NMCS, PMCS, NMCM, PMCM on a daily basis. The Contractor shall produce NMCS/PMCS report via NALCOMIS and deliver the report to CNATRA N423 daily IAW CDRL A019.

5.23.7 The Contractor shall meet Outstanding/Good NCMS/PMCS performance metrics and shall provide detailed rationale for not achieving required metrics per CDRL A020.

Number of NCMS/PMCS off station requisitions:

Outstanding	Good	Yellow	Red Flag
0-36	37-60	61-84	85 PLUS

5.23.8 The Contractor shall produce and deliver (CDRL A021) Inventory Stock Level Adjustment Report to the CNATRA PA after completion of the Stock Level (High/Low Limit) calculations IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.23.9 Stocking Level Change Request (SLCR): The Contractor shall submit SLCR IAW CDRL A022 to the CNATRA Property Administrator (PA) via the CNATRA DET IPMS for approval when ordering a consumable item when a change to the proposal high limit increases the total value of the inventory by $5,000 or more. For example, NALCOMIS High Limit: 10, Unit Cost: $1,000, Proposed High Limit: 20 ($1,000 x 10 equals $10,000). SLCRs which result in increases to the total value of the inventory by $5,000 or less are authorized and do not required

CNATRA PA approval.

5.23.10 Contractor Owned Property (COP): The Contractor shall provide a complete inventory of all COP IAW CDRL A023. All COP shall be clearly identified and maintained IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS. The Contractor shall submit an official letter to the CNATRA PA via the CNATRA DET IPMS to request commingling of Government property with COP.

5.23.11 RESERVED

5.23.12 Management of GP – The Government will provide the Contractor with an inventory of all GP at the time of contract award, as listed in Section J, Attachments 4 & 5 (TH-57 Government Property). Material condition and quantities listed are subject to fleet usage and thus variation to actual inventory will occur. The stock-level objective (high-low limits) established in Attachments 4 & 5, TH-57 Government Property is based on the current inventory. The Contractor shall conduct an in-depth analysis of the Government furnished inventory and make adjustments to maximize the efficiency and cost effectiveness of the inventory and deliver such adjustments IAW Status of GFE Report (CDRL A024). The PA shall be notified of net changes to the total value of the inventory which exceeds $5,000.00.

5.23.13 Excess Material – The Contractor shall deliver a listing of all excess material, both consumable and repairable, IAW Status of GFE Report (CDRL A024).

5.23.14 Repair of Repairables – The Contractor shall return repairable components to a serviceable condition by utilizing an appropriately licensed FAA repair station for off-site repairs, or overhauls of commercially obtained parts provided the repair or overhaul cost does not exceed 80% of the replacement cost. The Contractor shall deliver an Off-site Component Repair Report IAW Off-Site Component Repair Report (CDRL A025).

5.23.15 Beyond Economical Repair (BER) Procedures – Components whose estimated repair costs exceed 80% of their replacement value as determined by the Contractor's most recent submission of Off-site Component Repair Report (CDRL A025) are identified as BER. The Contractor shall notify the CNATRA PA via the CNATRA Det IPMS of BER declaration and may request PA approval for replacement and disposition instructions IAW CDRL A025.When the CNATRA PA approves disposition of the item, the Contractor shall follow instructions IAW PWS Paragraph 5.23.17. Once the disposition process is complete, the Contractor shall amend property records to reflect the disposition.

5.23.16 BER Time Between Overhaul (TBO) Components – When required to meet inventory objectives, BER components with a TBO established by the manufacturer, shall be obtained from

FAA-licensed sources or the Government Supply System. New or refurbished components provided by the Contractor or other vendor sources shall have zero time accumulated since the component's last overhaul and shall be capable of remaining in service until the next scheduled overhaul TBO identified by the manufacturer. Components with established TBOs shall be overhauled IAW the component OEM specifications, to ensure the component is capable of operating to the next scheduled overhaul. For scheduling purposes, the Contractor may induct TBO components early (up to 10% or 300 hours, whichever is less) but not to exceed TBO. Components inducted for repair/refurbishment prior to reaching their scheduled TBO shall be repaired/refurbished IAW the component OEM's specifications and shall be capable of operating to the next scheduled TBO, provided the repair/refurbishment cost does not exceed 80% of the replacement cost. Serviceable parts used to repair/refurbish TBO components shall have sufficient time remaining to allow the component to operate to the component's next scheduled overhaul.

5.23.17 The Contractor shall dispose of all GP, as necessary, when authorized by the CNATRA Plant Clearance Officer (PLCO). The Contractor shall submit GP disposal request using the DCMA Plant Clearance Automated Reutilization Screening System (PCARSS) and IAW FAR 52.245-1, DFARS 252.245-7004. The CNATRA PCLO is the only individual authorized to approve GP disposal. The CNATRA PCLO will review disposal request in PCARRS and follow the guidance promulgated in FAR 52.245-1 and DFARS 252.245-7004. The use of DLA Disposition Services is authorized when determined by the CNATRA PCLO to be in the best interest of the Government. The Contractor shall be responsible for transporting all items requiring disposal to the nearest DLA disposal site.

5.23.18 Contractor Provided Material –The Contractor shall justify and document each procurement action where a supplier is selected as the sole source for material required/procured under this contract IAW Contractor Provided Material Report (CDRL A026).

5.23.19 Request for Additional Government Property - At the beginning of the contract, the Government will provide an inventory of all Government Property (GP). The Contractor shall submit a purchase request to the CNATRA PA via the CNATRA DET IPMS to request additional GP that is not listed in Attachments 4 & 5. The Contractor shall develop a local Purchase Request Form and include it in the PMP. Requests for GP shall include vendor quotes, applicable Technical Publication pages, other reference pages, and detailed justification for the purchase of GP.

5.23.20 Security of Government Property

5.23.20.1 The Contractor shall:

5.23.20.1.1 Secure and safeguard all GP, including third-party property in which the Government has rights to and furnishes to the Contractor for the performance of this contract.

5.24 ON SITE SUPPORT

5.24.1 Transition Procedures

5.24.1.1 The Contractor will be afforded up to a 45-calendar day transition period. During this time the Contractor may prepare to assume the CLS responsibilities. The Contractor may observe the incumbent Contractor, interview maintainers, review spaces, and interview Government personnel, as needed. The Contractor may not interfere with the incumbent Contractor's daily activities.

5.24.1.2 Transition Plan (Entrance) - The Contractor shall prepare a Transition Plan that details all actions necessary to achieve full performance within 45 calendar days after contract award IAW CDRL A027. During the Transition period the Contractor shall hire, relocate, and train personnel, order materials, and inventory GP. The Contractor shall coordinate all matters associated with its assumption of the flight operations, maintenance, and logistics functions to enable performance IAW the requirements of this PWS.

5.24.1.3 Transition Progress – The Contractor shall report transition progress to the Government on a weekly basis via a conference call.

5.24.1.4 Full Performance – The date for full performance shall be no later than 45 calendar days after transition commences. At full performance the Contractor assumes 100% responsibility for all requirements of this PWS.

5.24.1.5 All Transition Phase-In Procedures costs shall be included within CLIN 0018.

5.24.1.6 Conduct an inventory of all GP through a 100% "hand-count", book-to-floor & floor-to-book, physical inventory NLT 45 days prior to the end of contract performance

5.24.1.6.1 The Contractor, along with the Follow-on Contractor and CNATRA Detachment IPMS shall jointly conduct the inventory.

5.24.1.6.2 The inventory shall include verification of serviceability and availability of historical records and FAA parts certifications, as applicable.

5.24.1.6.3 Submit a copy of the inventory signed by the Contractor, Follow-on Contractor, and CNATRA DET IPMS to the CNATRA PA NLT 5 days prior to the end of contract performance IAW CDRL A016.

5.24.1.7 During the last forty-five (45) days of the Transition Period, the Contractor shall also conduct a joint inspection of all Government Furnished Facilities and Spaces in conjunction with the CNATRA IPMS to identify existing deficiencies. During the last forty-five (45) days of the Transition Period, the Contractor shall establish a TH-57 fleet health baseline by conducting an assessment of all aircraft. The Contractor's assessment shall validate data in OOMA and logbooks such as time change requirements. The Contractor shall deliver a report to Government in accordance with CDRL A051.

5.24.1.8 Transition Phase-Out Procedures– Within a period of 45 days after exercise of CLIN 0321 the Contractor shall cooperate with the Government and any new Contractor(s). The Contractor shall conduct joint wall-to-wall inventories, while continuing ongoing flight operations during the transition period, and shall execute transfer of responsibility and custody of GP to the succeeding Contractor. Conduct an inventory of all GP through a 100% "hand-count", book-to-floor & floor-to-book, physical inventory. The Contractor, along with the Follow-on Contractor and CNATRA DET IPMS shall conduct an inventory at each operating site. The inventory shall include verification of serviceability and availability of historical records and FAA parts certifications, as applicable. The contractor shall submit a copy of the inventory signed by the Contractor, Follow-on Contractor, and CNATRA DET IPMS. IAW CDRL A016. Packaging, Handling, Storage and Transportation (PHS&T) – The Contractor shall provide management of PHS&T associated with on-site material storerooms and IAW DOD 4145.19-R-1 and MIL-STD-129, and MIL STD-2073-1. The Contractor shall also conduct a joint inspection of all Government Furnished Facilities and Spaces in conjunction with the CNATRA IPMS to identify existing deficiencies.

5.24.2 Avionics Equipment – Avionics Equipment susceptible to damage from Electro-Static Discharge (ESD) and/or electromagnetic forces shall be handled IAW CNATRAINST 4790.28D and COMNAVAIRFORINST 4790.2 Series.

5.24.3 Handling and Storage of Explosives and Ordnance – The Contractor shall handle and store explosives and ordnance IAW NAVSEA OP5 and OPNAVINST 8023.24.

5.24.4 Disposability, Reuse and Degradability Packaging - The Contractor shall comply with current DoD environmental pollution prevention measures IAW DODI 4715.6, NASWFINST 11015.1 and OPNAVINST 5090.1C Appendices.

5.24.5 Packing, Handling, Storage and Transportation (PHS&T) of Hazardous and State Regulated Waste – The Contractor shall perform regulated and hazardous waste disposal action to include containerizing, marking, labeling and temporary storage of such waste generated as a result of their operations. The Government will be considered the generator of all wastes. This shall not obviate the Contractor's responsibility for the proper handling, use, storage and transportation to designated storage areas for disposal of all hazardous material/waste IAW regulations and local instructions, including but not limited to documents IAW Hazardous Waste Management Plan, NASWFINST 5090.2A.

5.24.5.1 Hazardous Material Storage – In addition to the environmental regulations and standards associated with hazardous material management, the Contractor shall handle and store chemical materials according to associated or compatible hazard class, as defined in NASWFINST 5090.2A and MIL-STD-129. Hazardous material shall be stored in designated locations/containers and the Contractor shall maintain and clean the storage sites.

5.24.5.2 Quantities of chemical material issued and kept in work centers shall be IAW NAVSUP P-722. Only material on the station's AUL shall be brought aboard Government activity.

5.24.5.3 Emergency Planning Community Right-to-Know (EPCRK) and Chemical Material Management - The Contractor shall maintain and provide access to the Government any HAZMAT storage logs, usage logs, Material Safety Data Sheets (MSDS), and verbally report to the OGR any instance of HAZMAT used in the design, development, operation and/or maintenance of the end item.

5.24.5.4 The Contractor shall meet all requirements of the Hazardous Communication Program, IAW Title 29

CFR 1910.1200. Personnel shall be trained and MSDS shall be made readily available to them.

5.24.5.5 The Contractor shall identify the chemical and physical characteristics of hazardous waste generated and testify to its chemical composition. A combination of chemical analysis and historical data with resulting calculations may be used. All HAZMAT storage logs, usage logs, and applicable MSDSs shall include the following, but are not limited to: Environmental Protection Agency (EPA) Identifier (ID) number, type of generator, method of collection, characterization and disposal of waste, permits and types of storage facilities. If the Contractor is a self-transporter, the Contractor shall provide transporter ID number.

5.24.5.6 Public Works Department Standard Operating Procedures are imposed on all generators of hazardous/regulated waste aboard the stations. The Contractor shall implement all Government procedures to meet required dates and ensure conformance with current and emerging governing regulation IAW Hazardous Waste Management Plan, NAS Whiting Field, NASWFINST 5090.2A.

5.24.6 Destructive Weather Plan and Procedures - Destructive Weather Precautions for Hazardous Materials/Waste

5.24.6.1 The Contractor shall provide support for severe weather conditions IAW Hazardous Waste Management Plan, NAS Whiting Field, NASWFINST 5090.2A.

5.24.6.2 The Contractor shall utilize the installation hazardous material minimization center (HMC)/CHRIMP (Consolidated Hazardous Material Reutilization and Inventory Management Program and comply with NAVSUP P-722 requirements. Only material on the AUL shall be brought aboard a Government facility.

5.24.7 Safety. The Contractor shall establish, maintain, execute, and deliver a written plan for the prevention of accidents involving personnel, equipment and property. The Contractor shall deliver this plan IAW System Safety Program Plan (SSPP) (CDRL A028). The Contractor SSPP shall be in full compliance and adequate to meet all applicable base/local/state and federal Occupational Safety and Health Administration (OSHA) regulations, as they apply to Contractor facility operations. Prior to operating any vehicle other than emergency or flight support vehicles on the airfield, Contractor personnel shall comply with NASWFINST 3750.3P.

5.24.8 Reserved.

5.24.9 Safety Checks and Security After Normal Work Hours/Weekend/Holiday – The Contractor shall be responsible for site safety and security, preparing for inclement weather including, but not limited to, moving all aircraft into the hangar, to include flight line fire bottles, tie-down of aircraft, safe recovery and tie-down of returning aircraft, and stoppage of hazardous fuel and oil leaks 24 hours a day, 7 days a week, 365 days a year. The Contractor shall also provide security, including, but not limited to hourly safety checks of all aircraft and Government owned facilities, after the Contractor's normal working hours (including weekends and holidays).

5.24.10 Motor Vehicle Safety Procedures - Contractor personnel shall operate all motorized vehicles and MHE required for the execution of this contract IAW NASWFINST 3750.3 series, and all other applicable federal, state, local Government, and base regulations and laws.

5.24.11 Technical Library/Technical Publications Management

5.24.11.1 Technical Library – The Contractor shall establish, maintain, update and obtain required publication revision services for a Central Technical Publications Library (CTPL) IAW NAVAIR 00-25-100 including TDs, FAA, Airworthiness Directives (ADs), manufacturer's SBs, letters and instructions. The Contractor shall provide and update dispersed libraries, including CNATRA DETs and NAVAIR Program Office. Upon contract award, the Government will provide the initial technical library. Authorized Government personnel shall have access to all libraries. All publications are Government property and shall be submitted in electronic format to the TH-57TS IPT Lead upon conclusion of the contract.

5.24.11.2 The Contractor shall be responsible for providing all necessary equipment to produce, maintain, and update all technical manuals. The Contractor shall provide all printing materials required for the production of the technical manuals.

5.24.12 Technical Publication Changes – The Contractor shall update the publications (in digital format, hard copy format, or both formats as applicable) and ensure the information contained in all technical publications is current and accurate. When a technical publication is found to be deficient or inaccurate, The Contractor shall deliver a deficiency report IAW Technical Publication Deficiency Report, TPDR (CDRL A029). Contractor personnel assigned responsibilities for the security of Arms, Ammunition and Explosives (AA&E) shall be screened and qualified IAW COMNAVAIRFORINST 4790.2 Series.

This specifically applies to those who shall be explosives ordnance qualified and certified and those which are authorized access to Ready Service Magazines (RSMs) or Ready Service Lockers (RSLs). The Contractor shall secure property where the Government has incurred an obligation of proprietary rights.

5.24.13 Flight Packets – The Contractor shall maintain flight packets IAW CNATRAINST 3700.2.

5.24.14 Automated Data Processing Equipment (ADPE) – The Contractor shall comply with all computer system and ADPE accountability and security procedures required by the Government, including appointment of an ADPE Custodian for Government furnished ADPE. Additionally, the Contractor shall conduct inventories as changes occur and support periodic inspections by base officials. The Contractor shall not attempt to repair Government furnished ADPE. The Contractor ADPE Equipment Custodian shall notify the OGR when ADPE equipment needs repair.

5.24.15 Pre-Flight Acceptance and Personnel Record – The Contractor shall complete and retain the Safety of Flight (SOF) certification portion of this form IAW Enclosure 3, Applicable Documents.

5.24.16 Functional Check Flights (FCF) and Aircraft Recovery/Ferry Flights – The Contractor shall perform FCFs IAW NAVAIR 01-H57BC-1 (NATOPS), NAVAIRINST 3710.1 series (Ground and Flight Operations). The Government reserves the option to use its own flight crews to perform FCFs and aircraft recoveries. Evaluation Flights are flight conducted to assist in the determination of the source of an issue identified by a pilot (government or contractor) to facilitate corrective maintenance. Evaluation flights are outside of the Functional Check Flight regime, and as such require GFR approval prior to conducting the evaluation flight.

5.24.16.1 The Contractor shall maintain all FCF checklists completed by the FCF pilots for a minimum of six months or one maintenance phase/cycle, whichever is greater.

5.24.16.2 The Contractor shall provide a minimum of one FCF pilot and one qualified observer, IAW NAVAIR 01-H57BC-1 (NATOPS) and NAVAIRINST 3710.1F (Ground and Flight Operations) for all FCFs.

5.24.16.3 The Contractor shall perform all aircraft recoveries to fly repaired TH-57 aircraft back NAS Whiting Field.

5.24.16.4 In the event of a disagreement between the Government FCF pilot and the Contractor relating to aircraft discrepancies, the decision of the Government Flight

Representative (GFR) shall be final.

5.24.16.5 At a minimum, the Contractor shall provide a five (5) full-time Functional Check Flight Pilots assigned to the TH-57 CLS maintenance effort. This requirement is specified in heads.

5.25 CONTRACTOR USE AND UP-KEEP OF GOVERNMENT FACILITIES AND WORK SPACES

5.25.1 On-Site Visitations/Inspections – The Government shall have access to Contractor-occupied Government spaces to escort visitors and for inspections.

5.25.1.1 As directed by the ACO, the Contractor shall correct any violations identified during on-site visitations/inspections. Violations include misuse or mismanagement of all Contractor Furnished Equipment (CFE), Contractor Owned Property (COP), GP, and GFE.

5.25.1.2 The Contractor shall pay additional expense, fines or penalties as issued by oversight agencies incurred as a result of any act of Contractor violations of environmental requirements. Environmental mismanagement includes, but is not limited to, air, ground, or water contamination, inadequate record keeping or maintenance of environmental control equipment, negligence, and non-compliance or violation of federal, state or local laws, permits and regulations.

5.25.2 The Contractor shall ensure the non-shared office spaces listed in Section J, Attachment 2, Real Property, are clean and properly maintained.

5.25.3 The Contractor shall clean and keep ramp and hangar areas unobstructed and free of FOD, to include cleaning pad eyes and conduct daily FOD walk-downs. The Contractor shall use its FOD (Foreign Object Damage) Boss™ Sweeper as part of the Contractor's FOD Prevention program to collect loose screws, wire, rocks, and other FOD from the the flight line.

5.25.4 [Reserved]

5.25.5 The Contractor shall keep areas outside of all Government-provided facilities in a clean and FOD-free condition.

5.25.6 Reserved.

5.25.7 Industrial Housekeeping – The Contractor shall maintain good housekeeping practices, minimizing the production of industrial scrap and waste in all shop areas in which the aircraft maintenance and support is accomplished or parts thereof are

located.

5.25.7.1 The Contractor shall use industry-approved metal containers to accumulate scrap and waste.

5.25.7.2 The Contractor shall use containers with self-closing lids at all industrial locations for the disposal of combustible waste, rags, and other potentially flammable materials. The same type of container shall be used for storing clean rags and waste.

5.25.7.3 The Contractor shall handle and dispose of hazardous material IAW the requirements established in FED-STD-313, NAVSUP Publication 505, NASWFINST 5090.2A and Hazardous Waste Management Plan, NAS Whiting Field, NASWFINST 5090.2A. Plainly marked metal waste cans, fitted with self- closing lids, shall be utilized for separate disposal of oil and paint soaked rags, and waste paper.

5.25.7.4 The Contractor shall, at the completion of each shift, ensure containers in all Contractor work areas are empty of all materiel.

5.25.7.5 The Contractor shall clean spills immediately.

5.25.7.5.1 Only noncombustible absorbents shall be used to cleanup flammable materials spills.

5.25.7.5.2 The Contractor shall use drip pans where spills or drips are likely to occur.

5.26 **ON-SITE ENVIRONMENTAL PLANNING**. Compliance requirements for the CLS work effort shall apply to all locations where the Contractor releases aircraft operational and maintenance support. The Contractor is responsible for the proper handling, use, storage and disposal of all hazardous and state regulated waste IAW Federal, State and applicable Host command instructions listed in Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.26.1 The Contractor shall:

5.26.1.1 RESERVED

5.26.1.2 Be subject to inspections/audits at any of its facilities by the base environmental office. The Contractor shall assist the Government in escorting any Federal or State regulators to the worksite in the event of an inspection or filed complaint. Correction of violations for other than GP shall be the responsibility of the Contractor. The Contractor shall be responsible for any additional expense, fines, or penalties incurred as a result of any act of Contractor violations of environmental requirements. The Contractor shall not

pass on any expenses incurred from such violations to the Government under this or any other Government contract. Violations include, but are not limited to, air, ground or water contamination, inadequate record keeping or maintenance of environmental control equipment, negligence, and noncompliance, or violation of federal, state or local laws, permits and regulations.

5.26.2 Building Energy Monitor (BEM) – The Contractor shall comply with BEM requirements IAW CNRSEINST 4101.1, DODI 4715.6 and NASWFINST 11015.1. Every facility occupied by Contractor personnel shall have at least one BEM assigned. All employees shall complete annual energy conservation training.

5.27 AIRCRAFT PRESERVATION AND DE-PRESERVATION

5.27.1 Aircraft Preservation and De-preservation – The Contractor shall preserve aircraft and as directed by A1-H57BC-MRC-350 and COMNAVAIRFORINST 4790.2 Series. The Contractor shall perform the preservation and de-preservation of aircraft and engines IAW A1-H57BC-MRC-350, Rolls-Royce 10W2 M250-C20 Series Operations and Maintenance Manual, Bell BHT-206A/B-SERIES MM Bell Helicopter Maintenance Manual, and Bell BHT-ALL-SPM Bell Helicopter Standard Practices Manual.

5.27.1.1 The CNATRA DET shall be notified of all preservation, storage maintenance, and de-preservation requirements by serial number and date of compliance IAW Daily Aircraft Status Report (CDRL A031). The report shall meet the intent of CNATRAINST 13011.1 and shall include preservation, cannibalization data, quantity of aircraft available at required times by model, quantity of add on aircraft and total aircraft issued.

5.27.1.2 The Contractor shall make appropriate entries into the FAA engine logbook.

5.27.2 Costs of preservation, storage maintenance, and de-preservation resulting from Contractor mismanagement of Government assets, shall not be the responsibility of the Government.

5.27.3 Cannibalization – The Contractor shall not cannibalize from preserved aircraft without authorization from the ACO.

5.28 NAVY TECHNICAL DIRECTIVES (TDs), AIRFRAME BULLETINS (AFBs), COMMERCIAL DOCUMENTS, AND OTHER MODIFICATIONS TO AIRCRAFT STRUCTURES, SYSTEMS AND COMPONENTS.

5.28.1 TDs and commercial documents already approved at the time of contract award shall be accomplished under the Fixed Flight Hour CLIN 0X01. The Contractor shall deliver the status of all ongoing TDs IAW CDRL A032. Newly issued TDs and commercial documents, after contract award, shall be performed IAW section 5.28.2.1 of this document.

5.28.2 Compliance (TDs and Commercial Documents issued after Contract award):

5.28.2.1 The Contractor shall comply with all commercial documents, including FAA Directives and OEM Bulletins, manufacturer's SB, Notices, Letters, Instructions, and Communiqués. The Contractor shall comply with all approved TDs as posted in NATEC. The Contractor shall maintain copies of all TDs and commercial documents within the on-site technical library.

5.28.2.1.1 The first five labor hours per aircraft of each newly issued and proposed Airframe Bulletin (AFB) TD or commercial document shall be covered by the Fixed Flight Hour CLIN 0X01. Subsequent man hours, over the aforementioned initial first five labor hours, per AFB TD or Commercial Document shall be considered modifications and covered under the Modification Production CLIN 0X12. When modifications are greater than the five-hour limit described in this section, the Contractor shall verbally notify the ACO within 24 hours. A completed Repair P&E Report (CDRL A007), and OAWR (CDRL A003) shall be delivered by the Contractor within five working days. Contractor shall not begin work without permission from the ACO.

5.28.2.2 The Contractor shall, within 24 hours of receipt, notify the ACO of any conditions that would prevent AFB TD or Commercial Document compliance and await guidance prior to performance associated with the AFB TD or commercial document.

5.28.2.3 In emergency situations (e.g., SOF, grounding of aircraft) the ACO will notify the Contractor of action to take by the most expedient means possible followed by written direction.

5.28.2.4 The Contractor shall notify the ACO via e-mail within 24 hours of receipt of FAA Airworthiness Directive

(AD) or commercial documents.

5.28.3 Modification—Non-Recurring When directed by the ACO, the Contractor shall perform the verification for all TD Bulletins referenced in 5.28.2.1.1. When directed by the ACO, the Contractor shall provide all services required to develop modifications via ECP to aircraft structures, systems, and components. This effort shall include program management, planning, production, quality assurance, property control, back shops, documentation required, and liaison with the customer necessary to accomplish work under this line item and charged to Modifications – Non-Recurring CLIN 0X11.This effort shall be accomplished in the following manner:

5.28.3.1 Prototypes - PMA-273 will determine incorporation and applicability of modifications to individual aircraft.

5.28.3.2 Validations - Aircraft selection is for validation will be determined by PMA-273.

5.28.3.3 Verifications - Aircraft selection for verification will be determined by PMA-273.

5.28.4 Modifications – Production - The Contractor shall provide all services and material required to accomplish modifications via Contractor developed ECP to aircraft structures, systems, and components. Modification Kit - The Contractor shall purchase, assemble, manage, maintain inventory control, and issue TH-57 Modification Kits. This effort includes, but is not limited to, the following actions: upgrading, updating, compliance with PMA-273 approved bulletins, mitigate obsolescence and production and installation of modifications. The Contractor shall prepare and deliver written feedback upon completion of modifications IAW CDRL A032. Modification efforts may occur either in conjunction with scheduled maintenance or as standalone actions when ordered by the Government. These efforts shall include program management, planning, production, spares procurement, quality assurance, property control, back shops, documentation, and liaison with the customer necessary to accomplish work and charged to the Modifications – Production CLIN 0X12 and Material CLIN 0X15.

5.28.5 Configuration Management (CM) Program. The Contractor shall establish, administer, inspect, and monitor a Configuration Management Program IAW EIA649_1: Configuration Management Requirements For Defense and the PMA-273 Configuration Management Plan. The Contractor shall utilize NALCOMIS to document and manage the configuration of the aircraft IAW Chapter 5 of COMNAVAIRFORINST 4790.2.

5.28.6 VHF Radio/ ADS-B Upgrade ECP TH-57-ECP-7003J

5.28.6.1 The Contractor shall procure and install the A and B

kits for TH-57B for ECP TH-57-ECP IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.28.6.2 The Contractor shall install the Government provided A and B kits for TH-57B for ECP TH-57-ECP-7003J IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.28.6.3 The Contractor shall install the Government provided A and B kits for TH-57C for ECP TH-57-ECP-7003J IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.29 SITE ACTIVATION/DEACTIVATION/RELOCATION

5.29.1 Site Activation/Deactivation/Relocation – The Contractor shall support site preparation/activation/deactivation/relocation of aircraft sites as required for the TH-57 as directed by the ACO. The Contractor shall deliver the Site Activation/Deactivation/Relocation Plan (CDRL A033) when directed by the ACO. The plan shall be in MS Excel format and address:

5.29.1.1 All estimated costs broken down by task.

5.29.1.2 All estimated shipping and material costs.

5.29.1.3 Total Costs

5.29.2 The tasks related to site activation/deactivation/relocation shall be documented and delivered IAW Plan of Action and Milestones (POA&M) (CDRL A034) that details all actions required to return aircraft to flyable status as a result of the site activation, deactivation or relocation event. As part of the Monthly Status Report (CDRL A035), the Contractor shall demonstrate the ability to maintain a sufficient staffing level in order to accomplish the requirements of the PWS during site activation as well as following site activation, as aircraft deliveries continue to ramp up. A separate Request For Proposal (RFP) will be issued if this effort is required by the Government.

5.30 OTHER SUPPORT SERVICES

5.30.1 The Contactor shall provide the following support when directed by the ACO:

5.30.1.1 Under special circumstances, prepare aircraft or equipment awaiting shipment to another location.

5.30.1.2 Special alerts and emergency support to include

hangar fire drills, testing of sprinkler systems and removal of aircraft during fires without endangering personnel.

5.30.1.3 Support the preparation of Change of Commands, as well as other ceremonies and events, to include, but not limited to, cleaning the hangar.

5.30.1.3.1 Support of Government requirements for static display aircraft at on-base and off-base approved locations in the local area. The Contractor will be required to load, transport, set up and return static aircraft within the local area as defined by 5.4.6 of this contract. Aircraft for static display shall be washed and cleaned. Aircraft is not required to be in an RFT status if it will be ground transported to and from display location.

5.30.1.3.2 Aircraft used for static display will count towards aircraft required to meet the FO+5 Aircraft Availability time, as defined in 5.6.5 of this document, for the day(s) the aforementioned aircraft is needed as a static display.

5.30.1.3.3 It is incumbent upon the Contractor to return the aircraft to NASWF. Static aircraft will not count against subsequent day's aircraft availability times, regardless of when the Contractor returns the aircraft to NASWF and readies it for flight.

5.30.1.4 Identify, inspect, test, maintain and manufacture aircraft grounding cables and storage bags.

5.30.1.5 Supply cross-country familiarization aircrew training for servicing, ground handling, and securing, fueling, sampling and safety precautions. Upon completion of Cross-Country Familiarization Training, aircrew shall possess an understanding of the requirements for and be able to perform all cross-country functions to safely move, service and secure a TH-57 at a site other than NAS Whiting Field. The Contractor shall submit a training package IAW CDRLA036 based on the following set of Learning Objectives. :

5.30.1.5.1 Perform inventory and stowage in the baggage compartment of all required cross-country equipment.

5.30.1.5.2 Perform proper servicing of fuel, oil and fluids while using required Personal Protective Equipment (PPE).

5.30.1.5.3 Perform tow-wheels installation/removal, jacking and movement of aircraft, safety clearance/ wing-walking and lift/push locations of the TH-57.

5.30.1.5.4 Perform proper blade tie-down, engine cushion, exhaust cover and pitot static cover installation and removal.

5.30.1.5.5 Perform fuel sampling while using required PPE.

5.30.1.5.6 Identify correct power cart/Ground Power Unit/battery cart requirements for starting aircraft away from NAS Whiting Field.

5.30.1.5.7 Recall maintenance reporting requirements associated with cross country flights.

5.30.1.5.8 List contact phone numbers for maintenance support while on cross country.

5.30.1.6 Support Hurricane Evacuation (HURREVAC) flights of all or part of the TH-57 fleet from NASWF to an alternate airfield. The Contractor shall perform required maintenance operations at the aforementioned alternate airfield to support the return of the aircraft to NASWF. HURREVAC procedures will be IAW CNATRAINST 3140.4 Series and

COMTRAWINGFIVEINST 3140.1 Series.

5.30.1.7 Shelter aircraft after normal working hours, weekends and holidays due to inclement weather as determined and directed by NAS Whiting Field Severe Weather Plan.

5.30.1.8 Relocate maintenance spaces.

5.30.2 The Contractor shall support, participate in and comply with all Government mandated inspections. These inspections include, but are not limited to, facility inspections, Aviation Maintenance Management Team (AMMT) inspections, Naval Safety Center (NAVSAFECEN) inspections, Property Management assessments, Explosive Safety Inspections (ESI) and Quality System Evaluation as required IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.30.2.1 The Contractor shall provide related documentation, participate in the audit process, and perform other tasks as required to complete the inspection process.

5.30.2.2 The Contractor shall develop and complete required corrective actions for all discrepancies noted during

the inspection within the timeframe(s) stipulated during the inspection.

5.30.3 The Contractor shall attend meetings (as required), and conferences, Maintenance Engineering Logistics Reviews (MELRs), Program Management Reviews (PMRs), Joint Integrated Logistic Support Management (JILSM) and action groups annually, when required by Defense Contract Management Agency (DCMA) ACO, or CNATRA. Presentation materials required for these meetings shall be delivered per CDRL A050.

5.30.4 At any time during the life of this contract, when sufficient data becomes available on a task being performed five or more times as conditional maintenance, either the Contractor or the Government may request that a standard be established at a firm fixed price for that task and included in the contract.

5.30.5 Return of Inactive Aircraft to Active Status - The Contractor shall provide maintenance and support for return of aircraft to active status.

5.30.5.1 A separate Request For Proposal (RFP) will be issued if any return of inactive aircraft to active status is required by the Government.

5.30.5.2 Return of Aircraft to Active Status - When the Government determines that a need exists to return aircraft (stored at Davis- Monthan Air Force Base, Tucson, AZ or elsewhere) to serve in the CNATRA training fleet, the Contractor shall perform all activities required to return the identified aircraft to a safe flyable condition, which meets the standardized configuration requirements of the CNATRA TH-57 training fleet when directed by the ACO. These efforts require the performance of the following:

5.30.5.2.1 The Contractor shall perform a detailed, in-depth airworthiness inspection.

5.30.5.2.2 The Contractor shall standardize the configuration of these AMARG aircraft as directed by ACO

5.30.5.3 All discrepancies discovered and associated corrective actions performed during this restoration shall be included in the firm fixed price for this effort and shall be documented and provided to the Government in order to establish airworthiness.

5.31 **ENGINEERING** The Contractor shall provide engineering and technical services as follows:

5.31.1 The Government does not hold any of the technical data for the TH-57 aircraft. It is anticipated that systems engineering efforts during the life of this aircraft will require use of this technical data. The Contractor shall establish, document, and maintain a relationship with all the OEMs for the TH-57B and TH-57C series aircraft for the airframe, engine, component, and avionics installations (e.g., Bell Helicopter, Rolls-Royce, SFENA, NAASCO, Aero Dynamics, Kamatics, Diamond J). This includes the O-Level maintenance manuals for the airframe, engine, component and avionics installations that are not in the Government publications.

5.31.2 The Contractor shall prepare Discrepancy Reports IAW COMNAVAIRFORINST 4790.2 Series and deliver the reports via the JDRS Website.

5.31.3 The Contractor shall support EIs as directed by the ACO. The Contractor shall use JDRS website to direct shipment of an EI exhibit if required.

5.31.4 Recommended Changes to Engineering Change Proposals (ECPs) and TD - The Contractor shall prepare and deliver proposed changes to ECPs and TDs IAW Engineering Change Proposal (CDRL A010). The Contractor shall obtain the OEMs engineering and technical services as required for this effort.

5.31.5 The Contractor shall provide clarification for maintenance procedures when required IAW Title 14 CFR Part 27, Title 14 CFR Part 29, Title 14 CFR Part 43, Title 14 CFR Part 91, Title 14 CFR Part 145, BHT-206A/B-SERIES-MM, Rolls Royce Operation and Maintenance Manual 10W2, 10W3, & 10W4 and NA A1-H57BC-MSM-000. The Contractor may be tasked by the ACO to obtain data from aircraft/system/subsystem OEMs and FAA engineering specialists.

5.31.6 The Contractor shall use the TH-57 REI Development and Submittal Requirements Standard Operation Procedure (SOP) to submit Requests for Engineering Information (REI) to the CNATRA Fleet Support Team (FST).

5.31.7 The Contractor shall provide aircraft and aircraft component information related to aircraft repair or modification history, damage status or any other information related to the configuration of a particular aircraft. The information shall be provided to a Government engineer at NAVAIR or the CNATRA FST as requested.

5.32 SMALL BUSINESS SUBCONTRACTING GOALS

5.32.1 The Contractor shall provide a Subcontracting Plan in accordance with FAR 52.219-9 and DFARS 252.219-7003 which complies with the fifteen (15) requirements presented in FAR 19.704. The

Contractor shall have either a Government approved Comprehensive Subcontracting Plan or develop and execute an Individual Small Business Subcontracting Plan. If utilizing an Individual Small Business Subcontracting Plan, the plan should meet the overall small business utilization goal of 33%, which is a percentage of the total dollars planned to be subcontracted. The Contractor shall present current metrics regarding small business participation commitments and adherence to the overall subcontracting plan at Program Management Reviews (PMRs) per CDRL A050.

VI – REPORTS AND DATA DELIVERABLE REQUIREMENTS

6.0 **CDRLs** – All CDRL reports shall be delivered IAW the requirements stated in DD Form 1423.

6.1 **DATA ACCESSION LIST (DAL)** – The Contractor shall prepare and maintain a DAL IAW Data Accession List (CDRL A038).

6.2 **RESERVED**

6.3 **AIRCRAFT UTILIZATION REPORT** – The Contractor shall deliver an Aircraft Utilization Report IAW (CDRL A039). The report shall address preservation and cannibalization data, flight hours, and total landings by aircraft BUNO.

6.4 **FINANCIAL TRACKING** – The Contractor shall prepare and deliver the Contractor Funds Status Report (CFSR) (CDRL B001).

6.5 **COST REPORTING** – The contractor shall systematically collect and report actual contract costs in accordance with the Contract Work Breakdown Structure (CDRL B002), Cost Data Summary Report (CDRL B003), and Sustainment Functional Cost-Hour Report (CDRL B004). The Contractor shall:

6.5.1 Use the current approved DoD 5000.04-M-1 Sustainment contract Cost and Software Data Reporting (CSDR) Plan in Section J, Attachment 9 as the baseline for reporting.

6.5.2 The contractor is responsible for reviewing and providing updates to the Resource Distribution Table (RDT). Updates include aligning reporting subcontractor efforts to a single WBS element and updating the RDT as new subcontracts are awarded. Updates to the S CSDR Plan IAW Attachment 9 after contract award will be accomplished via bi-lateral modification.

6.5.3 Flow-down Contractor Cost Data Reporting (CCDR) requirements to any subcontracts valued at over $50 million or any subcontracts valued between $20 million and $50 million that are designated by the government as high risk, high value, or high technical interest. Reporting thresholds are inclusive of all anticipated contract options and modifications and are given in then-year dollars.

6.5.4 A post award meeting will be held within 60 days after contract award to include a discussion of the contractor's standard cost and software data

reporting (CSDR) process that satisfies the guidelines contained in the DoD 5000.04-M-1 (CSDR Manual) and the requirements in the Government-approved CSDR plan in Section J, Attachment 9 and related RDT.

6.6 Daily Aircraft Status Report (DASR)—The Contractor shall prepare and deliver the Daily Aircraft Status Report (CDRL A031).

6.7 Manning Report - The Contractor shall provide manning data in accordance with CDRL A045.

6.8 The Contractor shall deliver a Strike Contingency Plan IAW CDRL A046.

6.9 Reserved

6.10 The Contractor shall provide an X-Ray Report IAW CDRL A048.

6.11 The Contractor shall provide a Warranty Items Report IAW CDRL A049.

VII – GOVERNMENT-FURNISHED OR PROVIDED FACILITIES/SUPPORT/INFORMATION/EQUIPMENT

7.0 Government Furnished Real Property – The Contractor shall have access to Government- furnished facilities/spaces delineated in Attachment 2 Real Property. The Government furnishes utilities for these facilities. Real Property means land and rights in land, ground improvements, utility distribution systems, and buildings and other structures, [to include equipment that is physically installed, fastened, or hardwired into buildings]. It does not include foundations and other work necessary for installing special tooling, special test equipment, or plant equipment.

7.1 **GOVERNMENT PROVIDED COMPONENT REPAIR EQUIPMENT** - Government provided component repair equipment is provided in Section J, Attachments 4 & 5 (Government Property).

7.2 **CONTRACTOR USE OF GOVERNMENT REAL PROPERTY** – The facilities will be non-shared and shared. Non-shared facilities are provided exclusively to the Contractor. Shared facilities are under the control of the Government, but available for use by two or more Government and/or Contractor activities. Shared facilities also contain equipment that may be used by the Contractor, but is under the control of the Government or its agents. Conflicts concerning the use of shared facilities and/or equipment shall be referred to the OGR. Section J, Attachment 2lists non-shared and shared facilities for use by the Contractor.

7.3 **GOVERNMENT PROVIDED SUPPORT**:

7.3.1 Aircraft Mishap Reporting – The Government will secure records or removed aircraft components and/or subcomponents of aircraft to support accident or incident investigations.

7.3.2 Crash Damage Coordination - The Government will coordinate the recovery of crash damaged aircraft with the ACO. The ACO will provide details to the Contractor.

7.3.3 Parking – The Government will provide general parking to

accommodate the vehicles of Contractor personnel.

7.3.4 Keys and Locks – The Government will provide keys and locks for furnished spaces. Upon initial turnover, the Government will change door locks if deemed necessary by the OGR to ensure security.

7.3.5 Utilities – The Government will provide on-base local telephone service and essential electricity, heating, water, sewage and air conditioning. Long distance and other non-local telephone shall be the responsibility of the Contractor. Internet services (other than NMCI) shall be the responsibility of the Contractor

7.3.6 Pest Control - The Government will provide pest control.

7.3.7 Trash Disposal – The Government will provide the use, pick-up, and emptying of dumpsters.

7.3.8 Hazardous Material Pickup – The Government will provide off station disposal of properly identified hazardous material and waste from designated areas at Government sites only.

7.3.9 Cross-Country Services – The Government is responsible for replenishment of fuel and oil as required.

7.3.10 Naval Aviation Survival Training (formerly Naval Aviation Physiology and Water Survival Training) - The Government will make available Naval Aviation Survival Training for Contractor personnel authorized to perform crew duties IAW CNAF M-3710.7.

7.3.11 Government Furnished Ground Support Equipment (GSE) Training – The Government will provide all required GSE training as required to support ground operations.

7.3.12 The Government will provide ramp maintenance and routine sweeping (this does not alleviate the Contractor from conducting daily FOD walk downs).

7.3.13 The Government will provide fuel for Government owned aircraft and SE. The Government will not provide fuel for contractor licensed vehicles.

7.3.14 The Government will provide calibration services for Government owned equipment when capability exists.

7.3.15 The Government will provide ALSS required for FCF Pilots and in-flight observers.

7.3.16 Maintenance for IMRL Items – The Government will provide I-Level maintenance for IMRL items in the Contractor's custody.

7.3.17 NALCOMIS OOMA/OIMA – The Government will provide hardware, software and training to the Contractor for maintenance data/aircraft status tracking. The Government will provide local NALCOMIS/OOMA/OIMA training for Contractor personnel at no cost to the Contractor. The Government will provide trouble shooting technical assistance on-line and by telephone 24 hours a day, 7 days a week.

7.3.18 Repair of Government Furnished ADPE – The Government will repair Government furnished ADPE.

7.3.19 Access to JDRS Website – The Government will provide access to the JDRS website for engineering investigation direction/reporting, aircraft discrepancy reporting and product quality deficiency reporting.

7.3.20 Navy Marine Corps Intranet (NMCI) for NALCOMIS/OOMA/OIMA – The Government will provide and pay for NMCI seats for NALCOMIS/OOMA/OIMA computers. A DoD Common Access Card (CAC) is required to gain access to NMCI computers by completing form DD1172-2. Procedures for obtaining NMCI access are provided in paragraphs 10.1 through 10.10

7.4 SATELLITE SITE AND GOVERNMENT RESPONSIBILITIES

7.4.1 Government Training Requirements – The Government will provide ORM, Anti-Terrorism, and other safety/security training as required by the Government.

7.4.2 Security Police and Fire Protection – The Government will provide security police and fire protection to the same level as other base tenant activities.

7.4.3 Facilities Maintenance – The Government will provide maintenance on real property and real property installed equipment, listed in Enclosure 1, Real Property.

7.4.4 Ready For Issue (RFI) Engine Availability: At a minimum, the Engine Contractor will provide an average turn-around time of 180 calendar days for Engine Overhauls and 150 calendar days for Engine Repairs. All RFI engines will be issued with a minimum Engine Release Life of 600 Hours and 1000 Cycles. The Government reserves the right to deviate from the minimum Engine Release Life of 600 Hours and 1000 Cycles and the deviation(s) notification will be provided by the ACO. Engine Release Life is defined as the number of Engine Hours/Cycles remaining until Depot Life Limited components have to be replaced. Depot Life Limited components are defined as those components that do not have replacement procedures identified in the Rolls-Royce 250-C20 Series Operation and Maintenance Manual 10W2.

7.5 **GOVERNMENT SPACES** – For any maintenance performed at NASWF, the Contractor shall perform maintenance in Government accessed spaces using Government-furnished utilities (including on-base telephone service only) as specified in Attachment 2 Real Property. Spaces in Attachment 2 Real Property, are typical and may be substituted with equivalent space at the Government's discretion. The Government will not provide office furnishings, office supplies, or office equipment.

7.6 **REAL PROPERTY REPAIR** – All work requests for maintenance or repair shall originate from the Contractor's designated on-site real property manager and shall be routed to the cognizant public works trouble desk via the OGR.

VIII TRAVEL REQUIREMENTS

8.0 The Contractor may be reimbursed for travel required to perform maintenance outside of a 50-mile radius of NASWF and shall submit travel costs IAW Joint Travel Regulations. The Contractor shall be reimbursed for emergent training requirements at the discretion of the ACO.

IX – INCIDENTAL MATERIAL

9.0 The Contractor shall obtain and maintain the appropriate amount of shop supplies to perform the maintenance requirements of the contract. The following types of general purpose costs required to conduct normal business operations shall not be a direct cost chargeable to this contract: the cost and associated costs for telephones and telephone charges, modems, typewriters, reproduction machines, word processing equipment, personal computers, computer software, internet access charges, facsimile machines, commercial carrier charges, pagers, and other general purpose office equipment and office supplies.

9.1 Common Administrative Materials - The Contractor shall provide common administrative materials (paper, printer ribbons, printer cartridges, etc.), which shall be replaced at the expense of the Contractor. This includes support materials for Government provided NALCOMIS/OOMA computers, printers, and ancillary equipment.

9.2 The Contractor shall fabricate and attach personal identification, unit identifications, and emblems onto coveralls and flight jackets.

X IDENTIFICATION AND SECURITY

10.0 Contractor identification badges will be issued by the Government and shall be worn visibly at all times IAW CNATRAINST 5239.3, DODD 8500.01E, DODI 8520.02, OPNAVINST 5239.1C, SECNAVINST 5239.3B, DOD 5220.22M, and while Contractor personnel are at the Government sites. In accordance with CNATRAINST 13700.2N (Foreign Object Damage (FOD) Prevention Program) identification badges shall be secured on the flight line and hangar deck, but readily available when requested. The Contractor shall furnish all requested information required to facilitate issuance of identification badges to On-Site Government Representative (OGR). The Contractor shall ensure that all identification badges issued to their employees are returned to the Security Department at the Government site, following completion of the contract, relocation or termination of an employee, or upon request from the OGR.

10.1 BASE ACCESS AND BACKGROUND INVESTIGATIONS

10.1.1 Base Access: The Contractor shall be responsible for the cost of enrolling its company and registering its employees that do not require a Common

Access Card (CAC) through the RAPIDGate Program. A daily one-day pass will be required of employees who are not enrolled in the RAPIDGate Program or do not have a CAC.

10.1.2 Background Investigations: For those contractor personnel that require a CAC to access an Information Technology (IT) Level II system (e.g., NALCOMIS, OIMA, JDRS, Deckplate), the Contractor shall be responsible for executing background checks (SF-86 NACLC) prior to the contractor personnel being processed for a CAC. To obtain a CAC, the Contractor shall follow the procedures addressed in Attachment 10 (CAC Procedures).

10.2 Information Assurance (IA) Compliance – The Contractor shall ensure that IA tenets of Confidentiality, Integrity, Availability, Authentication, and Non-Repudiation are integrated throughout systems, beginning with inception and concluding with retirement and/or termination, as appropriate.

10.3 The Contractor shall support the IA Certification and Accreditation (C&A) process IAW applicable DoD, DoN, and NAVAIR documentation. The security requirements specified herein shall apply to the Contractor and all Sub-Contractors. The Contractor shall enforce these safeguards throughout the life of the contract and IAW Enclosure 3 Applicable Documents.

10.4 Access to Government Information Technology (IT) System(s) – The Contractor shall submit the following to the OGR for each Contractor personnel that requires access to Government IT systems:

10.4.1 A completed System Authorization Access Request Navy Form (OPNAV 5239/14 SAAR-N). The Contractor shall comply with CAC requirements as identified at http://www.cac.mil.

10.4.2 NAVAIR approved Annual Information Assurance (IA) training certificate. Training can be received online (Navy Knowledge Online (NKO) http://www.nko.navy.mil; Defense Information Systems Agency (DISA) at http://iase.disa.mil; Total Workforce Management Service (TWMS) Website at https://twms.nmci.navy.mil; or requested copy of CD/DVD to be provided by Government.

10.4.3 Proof of requisite background investigation initiation (or provide proof of a current background investigation).

10.4.4 For job duties requiring a Common Access Card (CAC), Contractor personnel must meet established Government requirements to successfully obtain a Government CAC IAW with Attachment 10.

XI - Acronym List

AA&E	Arms, Ammunition and Explosives
ACI	Aircraft Condition Inspection
ACO	Administrative Contracting Officer
AD	Airworthiness Directive
ADP	Automated Data Processing
ADPE	Automated Data Processing Equipment
ADR	Aircraft Discrepancy Report
AESR	Aeronautical Equipment Service Record
AIMD	Aircraft Intermediate Maintenance Department
ALSS	Aviation Life Support System
AMMT	Aviation Maintenance Management Team
AUL	Authorized Use List
AVGFE	Aviation Gas Free Engineering
AWP	Awaiting Parts
BASH	Bird/Animal Aircraft Strike Hazard
BEM	Building Energy Monitor
BER	Beyond Economical Repair
BUNO	Bureau Number
C&A	Certification and Accreditation
CAR	Corrective Action Request
CAR_{CRIT}	Corrective Action Request Critical
CAR_{CURE}	Corrective Action Request Cure Notice
CAR_{MAJ}	Corrective Action Request Major
CAR_{REP}	Corrective Action Request Repeated or Uncorrected
CDRL	Contract Data Requirement List
CFE	Contractor Furnished Equipment
CFR	Code of Federal Regulation
CFSR	Contractor Funds Status Report
CLIN	Contract Line Item Number
CLS	Contractor Logistics Support
CNATRA	Chief of Naval Air Training
COP	Contractor Owned Property
COR	Contracting Officer's Representative
CTPL	Central Technical Publications Library
D	Depot
DAL	Data Accession List
DCAA	Defense Contract Audit Agency
DCMA	Defense Contract Management Agency
DECKPLATE	Decision Knowledge Programming for Logistics Analysis and Technical Evaluation
DET	Detachment
DISA	Defense Information Systems Agency
DoD	Department of Defense

DoN	Department of the Navy
ECP	Engineering Change Proposal
EI	Engineering Investigation
ELT	Emergency Locator Transmitter
EPA	Environmental Protection Agency
EPCRK	Emergency Planning Community Right-to-Know
ESD	Electro-Static Discharge
ETR	Engine Transaction Report
FAA	Federal Aviation Administration
FBO	Fixed-Base Operator
FCF	Functional Check Flight
FH	Flight Hour
FMC	Fully Mission Capable
FO	Field Opening
FOD	Foreign Object Damage
GFE	Government Furnished Equipment
GP	Government Property
GFR	Government Flight Representative
GPS	Global Positioning System
GSE	Ground Support Equipment
HAZMAT	Hazardous Material
HRMR	Hazard Reports Maintenance Related
HURREVAC	Hurricane Evacuation
I	Intermediate
IA	Information Assurance
IAW	In Accordance With
ID	Identifier
IMRL	Individual Material Readiness List
IT	Information Technology
JDRS	Joint Deficiency Reporting System
JILSM	Joint Integrated Logistic Support Management
JON	Job Order Number
JSETS	Joint SARSAT Electronic Tracking System
MELR	Maintenance Engineering Logistics Review
MHE	Material Handling Equipment
MHMR	Mishaps Maintenance Related
MIS	Management Information System
MMAS	Material Management and Accounting System
MMP	Monthly Maintenance Plan
MSDS	Material Safety Data Sheet
NAC	National Agency Check
NALCOMIS	Naval Aviation Logistics Command Management Information System
NAMDRP	Naval Aviation Maintenance Discrepancy Reporting Program
NAS	Naval Air Station
NASWF	Naval Air Station Whiting Field

NAVFLIR	Naval Flight Information Record
NDI	Non-Destructive Inspection
NKO	Navy Knowledge Online
NMCI	Navy Marine Corps Intranet
NMCM	Not Mission Capable Maintenance
NMCS	Not Mission Capable Supply
NOAA	National Oceanic and Atmospheric Administration
NSN	National Stock Number
NTE	Not To Exceed
NVID	Night Vision Imaging Device
NVIS	Night Vision Imaging System
O	Organizational
O&M	Operational and Maintenance
OAWR	Over and Above Work Request
OEM	Original Equipment Manufacturer
OGR	On-Site Government Representative
OIMA	Optimized Intermediate Maintenance Activity
OOMA	Optimized Organizational Maintenance Activity
ORM	Operational Risk Management
SHA	Occupational Safety and Health Administration
P&E	Planning and Estimate
P/N	Part Number
PA	Property Administrator
PCMS	Partial Mission Capable Supply
PCO	Procuring Contracting Officer
PEO (T)	Program Executive Officer (Tactical Aircraft)
PHS&T	Packaging, Handling, Storage and Transportation
PM	Performance Metric
PM	Program Manager
PMA	Parts Manufacturing Authority
PMCM	Partial Mission Capable Maintenance
PMR	Program Management Review
POA&M	Plan of Action and Milestone
PQDR	Product Quality Deficiency Report
PWS	Performance Work Statement
QC	Quality Control
QM	Quality Metric
RFP	Request For Proposal
RFT	Ready For Training
RSL	Ready Service Locker
RSM	Ready Service Magazine
SAAR	System Authorization Access Request
SARDIP	Stricken Aircraft Reclamation and Disposal Program
SARSAT	Search And Rescue Satellite Aided Tracking
SB	Service Bulletin

SCIR	Subsystem Capability and Impact Report
SE	Support Equipment
SFF	Safe For Flight
SFFCP	Safe For Flight Certification Program
SFFR	Safe For Flight Released
SLMM	Service Life Maintenance Management
SOF	Safety of Flight
SSPP	System Safety Program Plan
STDV	Standard Deviation
TAT	Turn Around Time
TBO	Time Between Overhaul
TD	Technical Directive
TH-57B/C	TH-57 Series (and any follow on TH-57 Series, unless necessary to delineate, hereafter)
TIMS	Training Information Management System
TPDR	Technical Publication Deficiency Report
TWMS	Total Workforce Management Service
UM	Sustainment Metric
USE	Unique Support Equipment
USN	United States Navy
MAF	Visual Information Display System/Maintenance Action Form

XII - Definitions

Administrative Contracting Officer (ACO)	The Government employee responsible for the overall administration of the contract is the ACO.
Airframe Bulletin (AFB)	When the required affects nonserialized items that are an integral part of the basic structure, such as ribs, attach fittings, skin, empennage, fuselage or fixed services that cannot be moved from aircraft to aircraft. The Airframe title is also given when systems or system elements that are normally considered to be integral parts of the airframe are affected. Such systems include the airframe portions of fuel, oil, fire, extinguishing, air conditioning, anti-icing and oxygen systems.
Aircraft Condition Inspection (ACI)	The specifications establishing requirements for the AIRCRAFT to carefully inspect those areas not normally accessible at the Site and to restore the aircraft to a high level of operational availability and revitalized appearance. ACI is the AIRCRAFT Scheduled Depot-Level Maintenance (SDLM) requirement.
Ammunition and Explosives (AE)	All items of ammunition; propellants, liquid and solid, high explosives; guided missiles; warheads, devices; pyrotechnics; chemical agents; their components, and associated substances, presenting real or potential hazards to life and property.
Aviation Maintenance Management Team (AMMT) Inspection (Navy-peculiar requirement)	An inspection performed by the NAVAIR inspection team to evaluate the maintenance practices and programs required under the most current 4790 CNAF Instruction and the requirements of this PWS. These inspections will generally be scheduled through the PMA and the inspection team based on availability and operational commitments. Frequency of the AMMT visits generally varies between 18 and 24 months.
Aircraft-on-Ground (AOG)	Term used to indicate an aircraft is Not Mission Capable (NMC) when aircraft is grounded for maintenance or non-available spare parts.
Back-shop	The support services to provide the necessary repair, overhaul, testing and modification of components removed from the airframe.

Bulletin	A bulletin TD directs a one-time inspection to determine if a given condition exists and specifies what action shall be taken if the condition is found. It may contain instructions for corrective action using approved repair procedures, provided no change in configuration is involved; or it may require issuance of a change TD to remedy a deficiency.
CAR_{CURE}	Number of Level 3 or 4 Corrective Action Requests.
CAR_{CRIT}	Number of Level 2 Corrective Action Requests that have been generated in response to a serious maintenance deficiency that are classified as safety of flight.
CAR_{MAJ}	Number of Level 2 CARs that have been generated in response to a maintenance deficiency that does not impact safety of flight.
CAR_{REP}	Number of CARs that were previously generated and not corrected by contractor, then found in subsequent quality events
Catastrophic Failure	Applies only to Over & Above cost to repair Engines when cost to repair exceeds 80% of the replacement cost.
Conditional Maintenance	Conditional maintenance requirements are unscheduled events required as a result of specific over-limit condition or as a result of circumstances or events which create an administrative requirement for inspection.
Critical Application Item (CAI)	Item is essential to weapon system performance, operation or mission or the item is essential to the preservation of life or safety of operating personnel.
Cross-Country Flight	A flight that either does not remain in the local flying area or remains in the local flying area and terminates at a facility other than an active military facility. (CNAF M-3710.7)
Daily Flight Schedule (DFS)	Daily Flight Schedule: A detailed assignment released and approved by each Squadron Commanding Officer of Instructor Pilot, Student Naval Aviator(s), brief time, take-off time, landing time, flight duration and curriculum tasks to be accomplished during the flight. The Daily Flight Scheduled is built in accordance with COMTRAWINGINST 1550.1A CH-4, Appendix C.
Data	All management, scientific engineering and logistics information, reports, and documentation which are required.
Defect	Any non-conformance of a characteristic with specified requirements.

Disassembly	Teardown of the item or parts sufficient to permit the type and amount of inspection and work required.
Dynamic Component Change (DCC)	When the action changes any component in the helicopter dynamic system; e.g., transmissions, clutches, brakes, rotor actuating mechanisms, rotor groups main and tail, rotor hubs main and tail, and drive shafts. Dynamic Component TDs shall be subdivided by, and numbered sequentially within, specific type/model equipment, e.g., "TH-57 Dynamic Component Change (DCC)."
Engine	A built-up engine with all accessories in a Quick Engine Change (QEC) configuration.
Engine Accessories	All external items containing the fuel, ignition and control systems that are normally removed for rework, or are replaced without disassembly of the engine.
Engine Accessory Parts	All assemblies, subassemblies or components and detail parts pertinent to engine accessories.
Engine Overhaul	Engine overhaul is the process of engine disassembly sufficient to inspect all of the parts of the basic engine and installed accessory components. Overhaul includes disassembly, cleaning, inspection, repair, replacement and/or servicing of parts (as required), reassembly and successful
Engine Parts	All items of the basic engine, excluding engine accessories and parts.
Engine Repair	Engine repair is the necessary preparation, fault isolation, disassembly, inspection, replacement of parts, adjustment, re-assembly, calibration, and testing accomplished in restoring items to serviceable status to allow for continued safe and reliable engine operation to the next scheduled overhaul.
Engineering Change Proposal (ECP)	A proposed engineering change to configuration documentation and the technical data, by which the changes is described, justified and submitted to a Configuration Approval Authority for approval/disapproval or deferral.

Event	A scheduled mission on a specific flight or simulator. Events define what the Student, Instructor, Instructor Under Training (IUT) and/or the passenger's mission is. Events can be either a training evolution (e.g. C4101) or a non-syllabus event (e.g., Form lead). Sub-lines shall have events if training is to be conducted on that flight. If no training is to be conducted, the sub-line should have a "none" in the event. The term mission is interchangeable with an event.
Flight	A single line on the TIMS schedule with a takeoff and full stop landing. There can be multiple events and/or missions during a single flight.
Fully Mission Capable (FMC)	The condition status that indicates the aircraft is capable of safe flight and can perform all the prescribed missions or training events required by the applicable Minimum Equipment List (MEL)/MESL/Mission Essential Sub-System Matrix (MESM).
Functional Check Flight (FCF)	Functional check flight made in order to certify systems' integrity and verify that aircraft system performances meet Government-approved criteria.
Government induced maintenance	Non-routine maintenance caused by Government pilots. These include crash damage and hard landings (5.14.2.1, 5.14.2.6), over-torques, hot starts (5.14.2.2), FOD introduced by the aircrew (5.14.2.8), and sudden stoppage caused by the aircrew. (5.14.2.5)
Hot Refueling	An operational evolution where an aircraft is refueled while the engine and rotors are operating.
Hot Refueling Pit	The location on the airfield or outlying field (OLF) that contains the refueling equipment to hot-refuel the helicopters.
Hot Seating	An operational evolution where the pilot/crew of an aircraft is changed while the engine and rotors are operating and the aircraft is to be immediately relaunched.
Inspect or Check	An examination of an item to determine identity, condition and proper installation.
Mandatory Replacement of Parts & Materials	Parts that are always (100% of the time) replaced regardless of their condition.
Maintenance Engineering Directive (MED)	USN-peculiar changes to maintenance procedures directed by the Program Management, Air (PMA) team and deemed technically necessary by the Lead Engineer.
Mission Capable (MC)	MC is defined as the sum of Fully Mission Capable (FMC) and Partial Mission Capable (PMC).

Mission Essential List (MEL) or Mission Essential Subsystems List (MESL), or Minimum Equipment/System Matrix or Mission Essential Subsystems Matrix (MESM)	Components which are critical to flight. The list may not deviate from requirements of the Operator's Manual limitations section, emergency procedures, or safety-of-flight messages.
Modification	Changes in form/fit or function of a system, equipment or airframe.
Non-Standard Repair	Any repair on aircraft structure or wiring not covered in existing OEM or Government Standard Repair Manuals.
Not Mission Capable (NMC)	Material condition of an aircraft that is not capable of performing any of its missions. NMC is subdivided into NMCM and NMCS (Appendix A, 4790.2).
Not Mission Capable Maintenance (NMCM)	The material condition of an aircraft that is not capable of performing any of its missions because of maintenance requirements. Start NMCM time when the condition is discovered except when the discovery is made in flight. In flight, malfunction NMCM time starts at the termination of flight. Stop NMCM when maintenance is completed or interrupted by a supply shortage. Report work stoppage resulting from parts non-availability as NMCS. NMCM time resumes when required supply item(s) are delivered to the maintenance activity. NMCM is further defined as NMCM scheduled (S) and NMCM unscheduled (U).
Not Mission Capable Supply (NMCS)	The material condition of an aircraft when it is not available for a mission because parts or material are not available as required by the PWS.
Noted but Not Corrected (NBNC)	Noted but not corrected (NBNC) discrepancies found during ACI which should normally be discovered and repaired at operating sites prior to ACI induction.
On-Condition Replacement Parts & Material	Those parts and material replaced based upon their condition (i.e. broken, worn, out of tolerance limits, configuration change, etc.)
Out-of-Reporting (synonymous with NRT)	Applicable for contract reporting purposes only and is used to account for aircraft that are undergoing ACI, in preservation, etc.
Partial Mission Capable (PMC)	The condition status that indicates the aircraft is capable of safe flight and can perform at least one, but not all, of its missions prescribed because of an inoperable/missing item listed in the
Procuring Contracting Officer (PCO)	The individual authorized to enter into contract for supplies and services on behalf of the Government.
Program Management, Air (PMA)	General term used throughout this PWS to refer to the USN Government Program office.

Program Management Office (PMO)	General term used throughout this PWS to refer to the United States Air Force (USAF) Government Program office.
Ready for Issue (RFI)	See “Serviceable”
Ready for Production	Is a mission capable aircraft with all inspections and servicing complete that is ready for immediate release as "Safe for Flight" and assignment to the flight schedule
Real Property	Real Property means land and rights in land, ground improvements, utility distribution systems, and buildings and other structures. It does not include foundations and other work necessary for installing special tooling, special test equipment, or plant equipment.
Repair	The restoration or replacement of materiel parts or components as necessitated by wear and tear, damage, failure, or the like, in order to maintain the specific item of materiel in an efficient operating condition.
Repairable	Any system which can be repaired and returned to service.
Reporting Time (RT)	The total time in which an aircraft is either mission capable (MC) or not mission capable (NMC).
Requisitioned Government – Property (RGP)	Requisitioned Government Property (RGP) is to be used to specify Government Property authorized for contractor requisition from DoD supply sources.
Safe for Flight (SFF)	The material condition of an aircraft which, considering mission requirements and environmental conditions, permits it to be launched, flown and landed safely and ensures the aircrew has, as a minimum, the operable equipment for safe flight required by: NAVAIR 01 Series Manual, Aircraft NATOPS; CNAF M-3710.7, General NATOPS; and MESM (provided on COMNAVAIRFOR'S web portal), Subsystem Capability and Impact Reporting (Safely Flyable Column).
Safe for Flight Certification	The decision process performed by authorized and designated personnel that certifies all W&B requirements have been satisfied, all applicable MRCs have been complied with (or a deviation has been attained from the appropriate authorities), all previously known discrepancies that precluded safe flight have been corrected, and all known discrepancies (evaluated separately and collectively) do not preclude safe flight.
Safety of Flight (SOF)	Defects that could possibly cause harm to personnel and/or result in failure of equipment, supplies, and services; or to materially reduce the usability of the equipment, supplies, or services for their intended purpose.

Scheduled Government – Property (SGP)	Scheduled Government Property (SGP) is to be used to specify the Government Property to be furnished, including major end items being provided under a modification or upgrade contract; or repairables being provided under a repair, modification, or overhaul contract.
Service Actions (SA)	Service Actions consist of Manufacturer Service Bulletins (SB), Information Letters and Service Instructions (SI), as well as FAA Airworthiness Directives (AD), Service-applicable USN AIRCRAFT Maintenance Engineering Directives (MED) or USAF AIRCRAFT Maintenance Action Directives (MAD), Technical Directives (TD), and mandatory or optional Manufacturer Service Bulletins (optional SB require Service approval for incorporation).
Serviceable	Capable of meeting the requirement and performing the function for which designed or modified. Meets all test requirements established by the work specification.
Service Life Maintenance Management (SLMM)	SLMM is a program that requires a focused management of aircraft utilization to maintain the greatest number of aircraft in a flyable status for the longest extent possible. SLMM is a direct function of management ensuring the requirements of the contract are being met through oversight, the proper management and utilization of aircraft to meet the Government's requirements through an even distribution of flight hours.
Sites	All USN/USAF AIRCRAFT based-locations, particularly those where scheduled maintenance and inspections occur. Sites include those where mission operations originate.
Support Equipment (SE)	Includes all ground equipment, tools, and associated test, support, and control equipment, computers and software required to support and maintain the aircraft.
Technical Directive (TD)	A formal change TD is the primary NAVAIR document for implementing a configuration change. A formal change TD contains instructions and information which direct accomplishment and recording of a material change, a repositioning, modification, or an alteration in the characteristics of a system. It will be used to direct that parts of material be added, removed, altered, relocated, or changed from an existing configuration. TDs include both bulletins and approved Engineering Change Proposals (ECPs) and the Airframe or Dynamic Component Changes associated with the ECPs. Government, including Maintenance Engineering Directives (MED), Maintenance Airworthiness Directives (MAD), Instructions and Bulletins (i.e.: Safety-of-flight and grounding bulletins), Modifications, and various Changes (e.g.: Interim, Record, Rapid Action Maintenance Engineering Changes). Technical Directives include FAA Airworthiness Directives (AD), Manufacturer Service Bulletins (SB) and Service Instructions (SI). There are both mandatory and optional technical directives (TD).

Validation	An engineering process by which the originator accomplishes all tasks required by a proposed change to ensure all modified items function as intended.
Verification	The process for determining the accuracy and adequacy of a proposed TD and reporting results to the preparing activity. Verification is the actual installation of change kids, incorporation of changes or performance of inspections by personnel of the prescribed skill, using a proposed TD, support equipment and special tools available at, and in any environment comparable to, the average service facilities of the lowest authorized compliance maintenance level.
Up-Gripes	All pending uncorrected maintenance discrepancies EXCLUDING TDs, pending inspections, corrosion gripes, and awaiting parts (AWP) gripes.
Working Day	All days when the Government directs work to be performed